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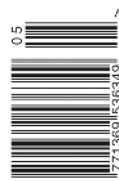
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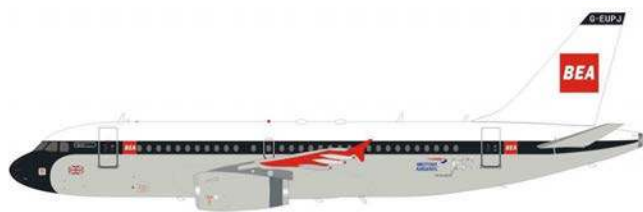
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# News & Events

Here's a round-up of the latest hobby news and events.

## 100TH ANNIVERSARY BRITISH AIRWAYS RETRO LIVERIES FROM INFLIGHT 200



AS part of its 100-year birthday, British Airways has painted four of its current fleet, including three Boeing 747s, in retrospective liveries to celebrate its heritage.

The first to receive its new 'old' colours was 747-436 registration G-BYGC and it will wear its new BOAC livery (above, right), originally seen from 1964 to 1974, until the end of its service with BA in 2023. The re-liveried aircraft arrived at Heathrow on 18th February, before entering service the following day. This coincided with the 50th anniversary of the first Boeing 747 flight only a few days earlier.

Next to get its new flying colours was Airbus A319-131, G-EUPJ, that is now adorned with a replica BEA livery (above, left) used

from 1959 to 1968, with the exception of the originally red upper wing being replaced by grey to meet current wing paint reflectivity requirements.

Both BEA and BOAC merged to form British Airways in 1974 and InFlight 200 has already announced a limited run of 1/200 scale replicas of both of these spectacular aircraft.

The third and fourth liveries are on 747-436 G-BNLY (now wearing the British Airways 'Landor' colours used from 1984 to 1997) and 747-436 G-CIVB (British Airways 'Negus', 1974 to 1980), both of these will also wear these colours until retirement in 2023. No doubt there will be replicas of these two announced very soon too. ■



## FORD SEDAN FOR ILLUSTRATION'S MINIMARQUE 43 RANGE

ILLUSTRATION has revealed its latest release in the Minimarque 43 range – the 1957 Ford Country Sedan 9-passenger station wagon.

Handbuilt in white metal, and superbly finished in a choice of two colour schemes, red/white or Coral Sand/white, it features a wealth of detail and finely detailed photo-etching. Available with or without a roof rack, the total build quantity is just 57. Illustration has not yet set a retail price, but expect to pay in the region of £175-£200.

The models will be available from the usual network of specialist dealers and to find out more about when it will be available, visit [www.illustrationmodels.com](http://www.illustrationmodels.com), or you can email [illustrationmodels43@yahoo.com](mailto:illustrationmodels43@yahoo.com). ■



## NEW FROM MINI GT

JUST arrived in the UK are the latest two releases in the exciting 1/64 scale Mini GT range from TSM Model to add to those reviewed in the March issue.

Liberty Walk LB Works Nissan GT-R R35 Type 1 in Matte White (No MGT00009-R) and McLaren Senna in MIRA Orange (No MGT00018-R) are both priced at £12.49 each and are available now through Cleveland's Diecast.

Both are officially licensed products, of course, and are the right-hand-drive variants (denoted by the "-R" suffix) but LHD versions are also available.

To find out more about these models and the full range currently available (and coming soon), see Cleveland's website - [www.clevelanddiecast.co.uk](http://www.clevelanddiecast.co.uk). ■





## COMING SOON FROM DNA COLLECTIBLES

**ANOTHER** two sumptuous 1/18 scale creations will soon be available exclusively from DNA Collectibles.

Only 99 examples of the magnificent 2014 Audi R8 LMX supercar were produced by Audi, and the R8 LMX was the very first car to illuminate the road with laser headlights. Adding to DNA's concept car range Volkswagen's Golf GTE Sport Concept, developed as a PHEV (Plug-in Hybrid Electric Vehicle), was presented to the public in 2015 at the Wörthersee Festival and Los Angeles Auto Show.

Both models shown here are early stage prototypes so will receive further refinement for production.

Limited to just 320 pieces each, to find out more and to pre-order direct from DNA, go to [www.dnacollectibles.com](http://www.dnacollectibles.com). ■



## NEWLY TOOLED EFE ROUTEMASTER FIRST RELEASE

**THE** first updated Routemaster release from E.F.E. with new panel rib detail will be RML900 (registration WLT 900) depicted in the ownership of Clydeside Scottish in the late 1980s.

RML900, built in 1961, had been earmarked for scrap by London Transport following a heavy collision. Deemed beyond economical repair by LT, Clydeside bought the bus and rebuilt it, re-entering service in Glasgow in June 1988. At the time, it was well known as the only RML in service outside London. Clydeside's red and yellow livery also included a large area of white and featured a popular Scots cartoon character. In 1995 the vehicle was acquired by Blue Triangle and restored to original 1961 LT condition. Passing to the London Bus Company in 2007, it is still used on charter hire work today.

Priced at £34.95, No E42301 is yet to have a confirmed release date but pre-ordering from your EFE/Bachmann stockist is advisable as 'Oor Wullie's Special' won't be around for long! ■

# Welcome

It is said that generally, as a nation, it almost seems to be a tradition that we fear change. The fear of change even has a name; metathesiophobia. You're probably trying to work out how to pronounce that right now - it took me a few goes! Your next thought is likely to be "where on earth is he going with his introduction this month?" Well, it's because we've changed our cover price a little. It's only a small increase, due mainly to material costs, but if you're a subscriber then you have nothing to fear as the cost hasn't changed at all! Confused? (I'm very good at doing that.) Basically, it makes even more sense than ever to take out a subscription to get the best value.

So, after the excitement of all my travels in the previous issue, things have been a little more sedate this last month. Although I did indulge myself a little by chasing the RAF Tornado trio around Rutland and Lincolnshire during the final flypast days. Forty years of RAF service finally came to an end on 14th March and it was fabulous to experience the sight and sound of this amazing aircraft one more time (well, two actually as I saw them at RAF Cottesmore and RAF Waddington). Our regular RAF expert, Jarrod Cotter, has quickly put together a four-page treat focusing on Corgi's releases for this issue.

Whilst we're on the subject of milestones, 1st May is 25 years since motorsport lost a legend when Ayrton Senna was killed during the 1994 San Marino Grand Prix. As a huge fan of his since his first year of racing in the UK, 1981, I share my little collection of related models to mark this sad anniversary. Still on motorsport, Francisco Mota brings us the first of two parts looking at the cars of the legendary Sébastien Loeb. A different sort of competition next, Mike Pigott details a range of models released to celebrate the brave (mad?) exploits of the King of Stuntmen, Evel Knievel.

With wartime buses, Canadian police cars, nearly 60 model reviews, auction results and so much more there is certainly plenty to quell any fears.



▲ Rick Wilson, Editor

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## OTTOMOBILE'S 10TH ANNIVERSARY

**OTTOMOBILE** is celebrating 10 years of its fabulous models in 2019 and invites all club members and clients to come and share exceptional moments on the occasion of this milestone.

The special event takes place on 25th May 2019 from 10am to 7pm CET in the company's hometown of Josselin, Brittany, and will be a unique occasion to celebrate and to share pleasant moments with passionate car enthusiasts.

There will be plenty to keep all ages entertained such as a driving simulator, classic cars, model car sales on site, catering, inflatable structures and, to close

the event, even a concert!

To celebrate this anniversary OttOmobile has reproduced its very first model car – the Renault Clio Williams at 1/18 scale. The model is a limited run of 999 examples, like the original release, and will come with a plinth and display case. It will be offered exclusively at the event.

If you're interested in attending, subscribe via OttOmobile's dedicated website <http://10ans.otto-models.com/>.

If you have any questions, contact OttOmobile customer service via email ([club@otto-models.com](mailto:club@otto-models.com)) or by telephone on +33(0) 297 756 102. ■



### ROSSI HELMET COLLECTION FROM MINICHAMPS

**MINICHAMPS** has released a new series of 1/10 scale replicas of helmets worn by the legendary Valentino Rossi during his incredible Moto GP career. There are 10 in total at present, from Misano 2008 to Mugello 2017 and these come mounted on a display plinth that can be incorporated into a separately available three-helmet mini display case, as shown.

These colourful mementos are highly detailed faithful replications and are represent amazing value for money at just £12.99 each and the display cases will be just £5.99 per item.

Find out more at [www.amerang.co.uk](http://www.amerang.co.uk).

## AMERICAN MINT FIRE MODELS STOLEN IN DEVON

**TAKEN** during a burglary between 17th and 22nd February 2019 from a house in Exmouth, Devon, was a prized collection of American Mint fire vehicles.

The models stolen were 1960 Mack Fire Engine No 3042001, 1931 Seagrave Fire Truck No 3044179, 1921 LaFrance Fire Truck No 3042006, 1926 Ford Model T Truck No 3042075, 1928 Reo Fire Truck No 3042003 and 1928 Reo Fire Truck No 3042076.

Should anyone come across these, or have any information as to their whereabouts, please contact DC 1924 Kate Poole, Exmouth CID, Exmouth Police Station, North Street, Exmouth, EX8 1JZ. You can also contact DC Poole by telephone by calling 101. ■



## ESCORT COSWORTH FROM NOREV

**OTTOMOBILE** is celebrating 10 years of its fabulous models in 2019 and invites all club members and clients to come and share exceptional moments on the occasion of this milestone.

Amerang and Norev have once again teamed up to produce a limited edition and individually numbered 1/18th scale motoring icon in diecast. The second car in the series is the 1992 Ford Escort RS Cosworth in Petrol Blue.

Seen as a bare metal test shot on last

month's cover and featured on page 34 of the same issue as part of our Nuremberg Report, Amerang has kindly forwarded a mock up image to give us a better idea of the finished model.

Highly detailed and numbered NV182777, it is scheduled to arrive during Q2/3 and will be joined by a version in plain white in left-hand-drive configuration (NV182776). Both models will be limited to just 1,002 examples worldwide and retail at an excellent £79.99.

Find out more at [www.amerang.co.uk](http://www.amerang.co.uk). ■



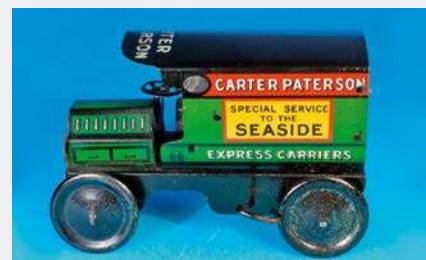
▲ Pre-production mock up of Norev's new 1/18 scale 1992 Ford Escort RS Cosworth in Petrol Blue, exclusive to Amerang.

### BROOKLIN'S BUICK

**SPA** Croft Models has forwarded a photograph of a soon-to-be-released model from Brooklin Models. This is of the test assembly so any problems found will be ironed out before full production begins.

The 1/43 scale model, to be numbered BRK226, is a 1970 Buick GS 455 Hardtop Coupé finished in Silver Mist Iridescent, an authentic Buick colour, with black interior. The recommended retail price will be £175.

The Buick will be available from the usual Brooklin dealers, including Spa Croft Models of course, and direct from Brooklin Models.



### STOLEN FROM SANDOWN PARK

A Wells litho printed clockwork toy van "Carter Paterson" c1930 was stolen from the table of Ron & Juliet Ellis at the Sandown Park toy fair on 2nd March.

Please contact Ron & Juliet by telephone on 020 8748 7422 or email ([ronellis1@btinternet.com](mailto:ronellis1@btinternet.com)) if you can help.





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## NEW TRUCKS FROM SEARCH IMPEX

**CUSTOMISED** promotional model vehicle specialists, Search Impex, has announced the release of a 1/50 scale Mercedes Arocs (6x4) tractor unit with Nootboom Multi-PX 5 axle, extender stepframe trailer, customised in the livery of well-known Scottish crane hire specialist Bernard Hunter Ltd. The models have been produced exclusively for Search Impex by WSI Collectibles as a certificated Limited Edition (175 pieces).

Established in 1946 and based in Edinburgh, Bernard Hunter is a highly successful family run business which has become a well known name within the crane hire, scrap metal recycling and machinery movement industry.

A strategy of steady but on-going investment has resulted in Bernard Hunter owning some of the most modern equipment within its industry. Now recognised as one of the main crane hire companies in the UK, the Company operates a wide variety of mobile cranes. A comprehensive range of support trucks and trailers complement the fleet, including a mix of Mercedes Arocs and DAF XF units, and a selection of trailers.

Models are available now from Search Impex and are priced at £170 each (including UK delivery & VAT).

Search Impex has also announced a 1/50 scale Scania S650 Highline (6x2), single wheel tag axle, tractor unit with 3 axle, refrigerated trailer, customised in the classy livery of Scottish operator A J Anderson. The models have been produced exclusively for Search Impex by WSI Collectibles as a certificated Limited Edition (175 pieces)

Based in Dalmellington, a small town in the Doon Valley of East Ayrshire and about 50 miles south west of Glasgow, A J Anderson was established in 1976 by Alexander Anderson (aka Sandy). With trucks in the family blood (his grandfather having run trucks), Sandy joined the transport industry as a driver but, from the outset, had an underlying ambition to set up his own haulage operation.

Now, over 40 years on, the ambition has been realised and A J Anderson runs a tidy fleet of 7 trucks (all Scania) with refrigerated trailers and specialises in delivering time critical, perishable foodstuffs throughout the UK & Europe. The arrival of the second new type Scania (SN18 HAX) in the fleet was made more noteworthy still, thanks to a decision being taken to review and update the livery. The new livery, designed not only to freshen

**1. & 2. Mercedes Arocs (6x4) tractor unit with Nootboom Multi-PX 5 axle, extender stepframe trailer - Bernard Hunter.**

**3. & 4. Scania S650 Highline (6x2), single wheel tag axle, tractor unit with 3 axle, refrigerated trailer - A J Anderson.**

**5. & 6. Scania S650 V8 Highline (6x2) with 3 axle curtain trailer - D & J Sibbald.**

up and modernise the corporate image, but also very much to suit the shape and contours of the new Scania unit, has attracted much admiration since it first made an appearance earlier this year.

Models, available from Search Impex, are priced at £149 each (including UK delivery & VAT).

Finally for the round up this month, Search Impex has announced the release of a 1/50 scale Scania S650 V8 Highline (6x2) with 3 axle curtain trailer, customised in the anniversary livery of Scottish haulier D & J Sibbald.

Commissioned not only to mark the 85th year of business, but also to celebrate the winning of the Transport News "Scottish Haulage Company of the Year 2018" award, the models have been produced exclusively for Search Impex by WSI Collectibles as a certificated Limited Edition (175 pieces).

Based in the West Lothian town of Bathgate, this family run haulier was established in 1933 by brothers, David & John Sibbald. Nowadays, some 85 years on, the company is run by brothers, Russell and Ralph Sibbald, sons of founding partner, John. With its Head Office at the old Hardhill Garage, Bathgate and a satellite depot in Nottingham, D & J Sibbald has grown into a UK wide haulage operation, providing transport services not only to well-known national businesses and smaller local companies, but also to global organisations.

With a modern fleet comprising exclusively Scania trucks and mix of curtainsided, flat and extendible trailers, D&J Sibbald purchased a flagship Scania S650 V8 Highline to celebrate the recent successes and achievements in 2018. In keeping with the tradition of naming their trucks after birds of prey, the latest addition to the fleet has been christened "Hardhill Caracara" and the fleet number, aptly, is 85. At the same time, a new curtainside trailer was added to the fleet which, in a departure from the norm of leaving the curtains plain, has been proudly liveried with the company name, an 85 years anniversary motif and, of course, the Scottish Haulage Company of the Year 2018 logo.

Models, available now from Search Impex, are priced at £146 each (including UK delivery & VAT).

For details of availability of these and other models, collectors can visit the Search Impex website at [www.search-impex.co.uk](http://www.search-impex.co.uk) or call on 01332 873555. ■

# AUCTION NEWS

## PRIVATE OWNER COLLECTIONS EXCEED EXPECTATIONS AT VECTIS



1



2

**THE** Vectis Specialist Sale on Wednesday 13th March 2019 featured five private owner collections. The first included Dinky aircraft, military and emergency vehicles plus trucks, Corgi TV & film related, helicopters and Matchbox superfast. The Colin Collins Collection featured over 280 lots of Corgi racing, road, sports and rally cars, buses, emergency vehicles and gift sets, Corgi Juniors James Bond and TV vehicles, plus Dinky cars, kits and shop displays, Solido groups and gift sets, plus models from Siku, Mebetoys, Joel, Schuco and many others. The Thailand Dinky Toy Collection featured 107 lots of cars, trucks, tankers and French Dinky, and The Spanish Dinky Toy Collection included cars, buses, farm, trucks, military and French Dinky including the "Coffret Cadeau Tourisme" set pictured. The Tynemouth Collection included Dinky Military, Corgi Farm, Chipperfield's Circus vehicles, tankers, trucks and gift sets. Further items in the sale included Dinky Toys and Corgi instruction packs and collectors club leaflets.

The majority of the items auctioned exceeded estimates and following are some of the extreme highlights.

Lot 2602 was a French Dinky 24-58 "Coffret Cadeau Tourisme" that included five models: Plymouth Belvedere - two-tone grey, orange, silver trim, chrome convex hubs with white smooth tyres; Simca Versailles - pale blue, off white roof silver trim, chrome convex hubs with white smooth tyres; Renault Dauphine - reddish-brown, silver trim, chrome convex hubs with black tyres; Peugeot 403 - blue, silver trim, chrome convex hubs with white smooth tyres; and Citroën

DS19 - yellow body, grey roof, silver trim, with windows, chrome convex hubs with white smooth tyres - conditions were generally good to excellent plus on a generally good carded base with inner tray and a fair to good lift off lid. Estimated at £400.00 - £500.00 this sold for £1,200.00.

Lot 2431, Dinky 30f "Ambulance" Trade Pack contained six examples - finished in cream, black chassis and ridged hubs with smooth tyres, red cross to sides - some with light and deep cream colour shades - condition was generally excellent to near mint in a fair buff lift off lid trade box with yellow label to end. Estimated at £260.00 - £320.00, it sold for: £480.00.

Lot 2134, Corgi GS37 "Lotus Racing Team" Gift Set comprising Lotus Climax Racing Car, Lotus Elan Coupe, Lotus Elan S2, Volkswagen Breakdown Truck with Lotus Elan Chassis on Trailer, plus various accessories to include cones and unapplied racing labels - overall condition was generally excellent plus to mint in a good plus polystyrene tray with good outer blue and yellow window box. Estimated at £200.00 - £240.00, it sold for £320.00.

Lot 2675, Dinky 36a Armstrong Siddeley Saloon - finished in teal blue body, black chassis and ridged hubs with smooth tyres - was in excellent plus overall condition. Estimated at £260.00 - £320.00, it sold for £500.00. ■

1. Lot 2602, French Dinky 24-58 "Coffret Cadeau Tourisme".

2. Lot 2134, Corgi GS37 "Lotus Racing Team" Gift Set.

▼ Lot 2675, Dinky 36a Armstrong Siddeley Saloon.



▲ Lot 2431, Dinky 30f "Ambulance" Trade Pack.





# April 2019 Sale Dates

**MATCHBOX**

- Tuesday 9th - Specialist Sale
- Thursday 11th - General Toy Sale
- Wednesday 24th - The Simon Hope Matchbox Collection Part 1
- Thursday 25th - The Crystal Heart Collection
- Friday 26th - Model Train Sale
- Tuesday 30th - TV & Film Related Sale



**Auctions held at Thornaby Auction Rooms**

Dates are correct at time of print but are subject to change

**Please check our website for updates**

## **Vectis Auctions Head Office**

Fleck Way, Thornaby, Stockton-on-Tees,  
United Kingdom TS17 9JZ

**TEL: 01642 750616**

**email: admin@vectis.co.uk**

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Industrial Estate, Witney, Oxon,  
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# WHAT'S new

Our team of experts take a look at this month's model releases, including fine handbuilt replicas, scale construction and the latest in farm models.

**11**  
BUMPER  
PAGES!

## MEET THE TEAM



**Rick Wilson**  
Editor  
and  
general  
reviews



**Richard Carlson**  
Handbuilt  
models

## LOOK BACK TO THE GLORY DAYS OF BUSES IN MANCHESTER WITH FORWARD MODELS

**THE** Daimler Company was a manufacturer of buses between 1911 and 1973 and its CVG6 is a variant of the Daimler-chassised CV series bus, fitted with a Gardner 6LW/6LX engine. This particular version features the well-known 'tin front' style of bodywork.

Forward Models is an established manufacturer of models buses, specialising in vintage machinery from

Birmingham, Manchester, Glasgow and several other British cities. It began by producing a range of 1/76 scale model buses from Birmingham. Well received, further models followed from Hull, Newcastle and Edinburgh.

This new series of buses celebrates what Derek Perry, Forward Models' Managing Director, describes as "the glory days of the British bus".

### 1/76 scale

#### FORWARD MODELS

Manchester Corporation Transport Daimler CVG6K

**PRICE:** £58.00

**REF NO:** GDM - 20

[www.forwardmodels.net](http://www.forwardmodels.net)

The latest release by Forward Models is this Daimler CVG6K in Manchester Corporation livery, representing one of the last traditional half cab buses to

be used by British municipal fleets.

This particular model (its sibling, also available right now, is in Glasgow Corporation colours) depicts one of the late 1954 batch of Daimler CVG6K buses with MCCW bodies. These buses lasted until transfer to SELNEC in 1969. Each design is limited to 500 pieces.

Numbered 4474 (NNB 284), the model is on route 95 to East Didsbury. It carries advertisements for Crawford's Cream Crackers and Heinz Ketchup, printed to Forward Models' usual high standards. A separate sheet of transfers provides four other destinations. The red and cream livery is the original colour scheme from the 1950s.

These latest models are packaged in Forward Models' new see-through carton. A stylish acrylic lid allows the





## THIS MONTH'S INDEPTH REVIEWS:

- 8** Daimler CVG6K by Forward Models
- 13** Volvo P1800 from DNA Collectibles
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- 19** Citroën C3 Aircross by Norev
- 20** *EDITOR'S CHOICE* - Schuco's Porsche transporter



**Steven Downes**  
Construction  
& Trucks



**David Pullen**  
Farming



▲ The nearside replicates an evocative period advertisement for Heinz Tomato Ketchup.



▲ Moving the the offside, the advertisement changes to one for Crawford's Cream Crackers, another genuine sight from back in the day.

model to still be visible when displayed in its box. The new packaging also carries a new logo, based on the 'tin front' bonnet badge.

It's a splendid model with flawless paintwork and the evocative advertisements really add to the overall appeal.

The interior is nicely replicated in plastic and the windows that would have opened on the real bus are replicated with printed detail.

A fabulous model, made to Forward Models' usual high standards, and a marvellous addition to your bus garage. **DC**



**JADA TOYS**  
**Deadpool Taco Truck**  
**SCALE:** 1/32 **PRICE:** £12.99  
**REF:** JA99800  
[www.amerang.co.uk](http://www.amerang.co.uk)

Excellent value, particularly if you're a Marvel fan, and of *Deadpool* in particular. Serving hatch opens to reveal a neat preparation area interior.



**OXFORD DIECAST**  
**Morris J2 Van Skyways**  
**SCALE:** 1/43 **PRICE:** £13.95  
**REF:** 43JM024  
[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

An absolutely wonderful version of the popular J2 with its newly-tooled roof embellishment. In the evocative livery of Skyways. Marvellous stuff!



**GP REPLICAS**  
**Ferrari 312 T2 1977 Gilles Villeneuve**  
**SCALE:** 1/18 **PRICE:** £238.99  
**REF:** GPR 014C  
[www.ayrey.co.uk](http://www.ayrey.co.uk)

An absolutely exquisite model of Gilles Villeneuve's 1977 racer. The seductive lines of the T3 are perfectly reproduced and the detail/finishing is stunning.



**OXFORD DIECAST**  
**Volvo FH4 GXL Walking Floor**  
**McBurney Transport**  
**SCALE:** 1/76 **PRICE:** £25.45 **REF:** 76VOL4008  
[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

The eye-catching livery of McBurney's makes for a very colourful addition to the FH4 range. Perfectly printed graphics and lovely detailing.



**OXFORD DIECAST**  
Leyland PD2/12 - Barton  
SCALE: 1/76 PRICE: £20.95  
REF: 76PD2007  
[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

The livery of Nottingham's famous bus company looks rather fabulous on the PD2. Minimal but excellent graphics set the lovely casting off perfectly.



**NOREV**  
1985 Lancia Delta S4  
SCALE: 1/43 PRICE: £39.99  
REF: NV785016  
[www.amerang.co.uk](http://www.amerang.co.uk)

Superb model of the exciting Lancia Delta S4. Great paint and the open window affords a good view of the nicely detailed interior.



**MATRIX SCALE MODELS**  
Jaguar 420 Harold Radford Convertible  
SCALE: 1/43 PRICE: £89.99  
REF: MX 41001-092  
[www.ayrey.co.uk](http://www.ayrey.co.uk)

An excellent model of a truly fabulous car. Well executed all over with great lines and a fantastic paint job. Stunning finesse to the chromework throughout.



**OXFORD DIECAST**  
Scania T Cab Box Trailer - Coca Cola  
SCALE: 1/148 PRICE: £13.95  
REF: NTCAB007CC  
[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

It's never too early for Christmas, is it? Oxford's excellent N gauge T Cab and trailer combo gets the fabulous festive treatment.



**OXFORD DIECAST**  
Rolls Royce Phantom V James Young  
Windsor Blue  
SCALE: 1/43 PRICE: £24.95 REF: 43RRP5003  
[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

It's a great casting and looks wonderful in Windsor Blue but the black on the radiator appears to be too heavy. Stunning model all round though.



**OXFORD DIECAST**  
Ford Transit Mk3 - British Gas  
SCALE: 1/76 PRICE: £5.75  
REF: 76FT3008  
[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

Ah yes, remember these well and the 1990s British Gas livery looks superb, particularly the main flame graphic. Another great model of the Transit.



**WIKING**  
Four-Wheel Beet Trailer  
SCALE: 1/87 PRICE: £9.00  
REF: 038815  
[www.wiking.de](http://www.wiking.de)

Supplied with two different drawbars this fully loaded plastic four-wheel trailer is provided with a working turntable and a rear hitch.



**ESVAL MODELS**  
1950 Mercury "Leo Lyons" Coupe  
SCALE: 1/43 PRICE: £85.00  
REF: EMUS 43046  
[www.esvalmodels.com](http://www.esvalmodels.com)

An unusual but exquisite choice by Esval. Metallic blue with blue/white interior. Wonderful detail, the photo-etched windows are especially neat.





## OXFORD DIECAST

Range Rover Sport SVR - Firenze Red

SCALE: 1/76 PRICE: £6.95

REF: 76RRS003

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

I know the real car well and this is a splendid replication of it with the body colour absolutely spot on. Worthy of particular note are those fab wheels.



## NOREV

1957 AC Aceca - metallic blue

SCALE: 1/43 PRICE: £39.99

REF: NV270357

[www.amerang.co.uk](http://www.amerang.co.uk)

A beautiful model with a fabulous finish and just look at the spokes on those wire wheels - absolutely astonishing modelling at this price point.



## AUTOCULT

Cadillac Coupe de Ville Loewy

SCALE: 1/43 PRICE: £101.99

REF: o6038

[www.ayrey.co.uk](http://www.ayrey.co.uk)

An amazing looking car with a replication to match - what an absolute beauty! Sublime paint finish with a great interior. Top notch.



## OXFORD DIECAST

Land Rover Series II SWB Canvas

REME

SCALE: 1/76 PRICE: £5.95 REF: 76LR2S006

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

Excellent finish all over and the detailing to the front end in particular is really rather pleasing. Look at the door handles too, superb at this scale.



## OXFORD DIECAST

Range Rover Vogue - Aintree Green Metallic

SCALE: 1/76 PRICE: £5.75 REF: 76RAN005

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

The lines on the Vogue are especially pleasing and capture this popular vehicle very well indeed. Superbly finished and nicely detailed.



## OXFORD DIECAST

Land Rover Series II - Hong Kong Police

SCALE: 1/76 PRICE: £5.75 REF: 76LR2AS004

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

The amount of 'glass' on the hardtop affords an excellent view of the interior, which is superb considering the scale. A really interesting addition.



## WEISE TOYS

Deutz-Fahr 6155 Agrotion Highway Tractor

SCALE: 1/32 PRICE: £63.00 REF: 1108

[www.weise-toys.de](http://www.weise-toys.de)

Based on its existing agricultural tractor tooling the highway version has new decals, new cab interior and orange body parts.



## ESVAL MODELS

1950 G.M.C. Series 100 5-Window

SCALE: 1/43 PRICE: £85.00

REF: EMUS 43109A

[www.esvalmodels.com](http://www.esvalmodels.com)

A classic American pickup. Very good level of detail on the model, with the door mirrors and radio aerial being particularly neat.

# New Models



**OXFORD DIECAST**  
New Routemaster - First West Yorkshire  
SCALE: 1/148 PRICE: £9.45 REF: NNR007  
[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

Looking superb in First West Yorkshire livery, the green highlights the environmental attributes of the New Routemaster. Excellent throughout.



**NOREV**  
1963 Citroën 2CV Citroneta  
SCALE: 1/43 PRICE: £39.99  
REF: NV151397  
[www.amerang.co.uk](http://www.amerang.co.uk)

A rather fabulous model of an equally splendid car. The Citroneta is finely replicated and well finished with a pleasing level of detail.



**WHITEBOX**  
1964 Panhard 24 BT - dark red/white  
SCALE: 1/43 PRICE: £26.99  
REF: WHI 112  
[www.ayrey.co.uk](http://www.ayrey.co.uk)

A super value model of the gorgeous Panhard 24, finished in a rather fetching shade of red with white roof. Fabulous throughout with good detail.



**OXFORD DIECAST**  
Ford Transit Connect - Tube Lines  
SCALE: 1/76 PRICE: £5.75  
REF: 76FTCo10  
[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

Another fabulous release of this wonderfully versatile vehicle, this time in modern London Transport 'Tube Lines' livery.



**OXFORD DIECAST**  
Range Rover Evoque Coupe Facelift  
Fuji White  
SCALE: 1/76 PRICE: £6.95 REF: 76RRE002  
[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

The facelift version of the popular Evoque gets a second release, this time in Fuji White, which makes it really stand out. Marvellous all round.



**OXFORD DIECAST**  
Land Rover Series III SWB Canvas  
Royal Navy  
SCALE: 1/76 PRICE: £5.95 REF: 76LR3S004  
[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

Such simplicity but so beautifully reproduced. The Royal Navy colours work really well here and the 'canvas' top looks incredibly realistic.



**WEISE TOYS**  
Deutz Intrac 2003A Highway Tractor  
SCALE: 1/32 PRICE: £68.00  
REF: 1109  
[www.weise-toys.de](http://www.weise-toys.de)

For the highway version of its Intrac tractor weise-toys has fitted a fully functioning front loader. Both exterior and cab interior are finished in orange.



**MATRIX SCALE MODELS**  
1934 Mercedes-Benz 500K by Carlton  
SCALE: 1/43 PRICE: £95.00  
REF: MX 41302-141  
[www.matrixscalemodels.com](http://www.matrixscalemodels.com)

Excellent model of this 4-seater tourer, RHD and British registered. Bright red with pale beige interior and black roof. Excellent detail.



# THERE'S SOMETHING SUPERBLY SAINTLY ABOUT DNA'S LOVELY SWEDISH BEAUTY

## 1/18 scale

### DNA COLLECTIBLES

1961 Volvo P1800

PRICE: CHF 179.00 (approximately £135.00)

REF NO: DNA000012

[www.dnacollectibles.com](http://www.dnacollectibles.com)

**STYLED** by Pelle Petterson under the tutelage of Pietro Frua, whose studio was a subsidiary of the prestigious Italian carrozzeria Ghia, and with mechanicals derived from Volvo's dependable Amazon/122 series, Volvo's P1800 must surely be one of the most recognisable cars ever, such is the uniqueness of its design. A large part of the credit for this must surely go to it having been chosen as Roger Moore's car in the 1960s TV series, *The Saint*.

Manufactured from 1961 to 1973, the project began as far back as 1957. Despite an early setback when bodybuilders Karmann were forced to pull out at an advanced stage of the car's production (it was forced to by its biggest client, Volkswagen), British manufacturer Jensen came to the rescue.

Early cars were assembled by Jensen at its West Bromwich factory.

DNA's exquisite replica is the first of the car at this scale. The beautiful shape has been lovingly recreated and the quality of the interior is absolutely astonishing and can be fully appreciated through the expanse of window area.

As a resincast, the doors don't open but this does allow for an exquisite amount of fine detail and a sublime finish to the perfect paintwork. The chromework is definitely worthy of a very special mention too and looks incredibly realistic – something that many other manufacturers struggle to achieve, either being too matte or overly shiny.

A specific note should be made about the replication of the grille, one of the most recognisable aspects of Volvo's beauty – it is stunning, again appearing totally real. A test of any model at this scale is how it looks in photos and we think you'll agree that it looks like it could be a real car.

Limited to just 320 pieces, we recommend that you don't hang around and get straight over to DNA's website to make sure this is added to your collection. You won't be disappointed (unless you miss out of course!). **DC**



▲ DNA's replication has real presence and is truly astonishing in every way.



▲ The rear three-quarter view is no less breathtaking, particularly from this street level angle.



▲ Side on you can fully appreciate the quality of the chrome strip.



▲ The unmistakable lines of the beautiful Volvo P1800 are perfect.



### WIKING

Deutz-Fahr DX 4.70 Tractor

SCALE: 1/87 PRICE: £11.25

REF: 038602

[www.wiking.de](http://www.wiking.de)

Wiking's latest all plastic DX4.70 tractor has four-wheel drive, smoked cab glazing and a drawbar for pulling equipment.



### OXFORD DIECAST

VW T1 Camper - Turquoise and White

SCALE: 1/76 PRICE: £5.95

REF: 76VWS002

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

Despite its model number this is the first release of the superb new tooling of the amazingly popular "splitty" camper van. Absolutely stunning.

# New Models



## OXFORD DIECAST

Ford Sierra Sapphire - Moonstone Blue

SCALE: 1/76 PRICE: £5.75

REF: 76FS004

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

Ford's Sierra Sapphire is nicely recreated here and the paint finish is splendid. The model exhibits a nice level of detailing too.



## MINICHAMPS

Yamaha YZR-M1 Movistar Yamaha - Valentino Rossi - Testbike 2016

SCALE: 1/18 PRICE: £54.99 REF: 182 163146

[www.amerang.co.uk](http://www.amerang.co.uk)

A wonderful model of The Doctor's testing bike from 2016. An excellent replica with stunning graphics and comes complete with stand.



## AVENUE 43

De Tomaso Sport 5000

SCALE: 1/43 PRICE: £97.99

REF: 60020

[www.ayrey.co.uk](http://www.ayrey.co.uk)

A sumptuous replication of a stunning car, and up to the usual high standards you would expect from Avenue 43. Outstanding finesse and paintwork.



## OXFORD DIECAST

BMW 2002 - Taiga Green

SCALE: 1/76 PRICE: £5.75

REF: 76BM02003

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

Ah, the gorgeous BMW 2002, modelled here in that lovely Taiga Green. The shape of the car is superbly captured and really brings back memories.



## OXFORD DIECAST

Jaguar E-Type Soft Top - Imperial Maroon

SCALE: 1/76 PRICE: £5.45 REF: 76ETYP012

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

Who can resist the E-Type? Go on, add to your collection with the latest release of this true icon of British motoring heritage. You can almost hear it purr.



## OXFORD DIECAST

Mercedes Ambulance - East Midlands Ambulance Service

SCALE: 1/76 PRICE: £9.95 REF: 76MA006

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

It's the turn of the East Midlands Ambulance Service to have its livery superbly replicated on Oxford's excellent Mercedes ambulance.



## ROS

Fendt 724 Vario Tractor

SCALE: 1/32 PRICE: £54.00

REF: 301931

[www.toysfarm.eu](http://www.toysfarm.eu)

This plastic model has detachable wheels, a front weight and interchangeable rear linkages. Both bonnet and cab doors open.



## MATRIX SCALE MODELS

Alfa Romeo 6C 1750 Coupe by Figoni

SCALE: 1/43 PRICE: £95.00

REF: MX 40102-091

[www.matrixscalemodels.com](http://www.matrixscalemodels.com)

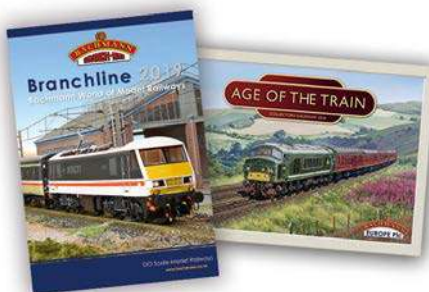
In striking black/white with red interior. Great finish and level of detail, especially at the front end, and excellent wheels.





Main image: 2018 Spring Gathering at London Bus Museum, by Wendy Bayford.

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**Date:** Sunday 7th April 2019

**Event:** Spring Gathering and Classic Bus Show

**Location:** London Bus Museum, Brooklands Rd, Weybridge, KT13 0QS.

**Info:** E.F.E. will be announcing a new 1:76 scale bus and we are giving members the chance to ride the real bus to and from the London Bus Museum for FREE.\*

**Each passenger will receive a E.F.E. goodie bag!**

\*Bus will depart from Lakeside Thurrock and Dartford station (approx 8:00am) and make the trip to London Bus Museum before returning to Lakeside Thurrock and Dartford (approx 4:30pm). Event entry tickets must be purchased separately.

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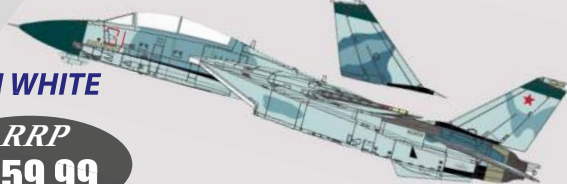
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## OXFORD DIECAST

Land Rover Series II SWB Hard Back  
Civil Defence

SCALE: 1/76 PRICE: £5.75 REF: 76LR2S005

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

Previously modelled in 1/43 scale, the same vehicle is now modelled in 1/76. The tidy Civil Defence Corps livery is perfectly applied here too.



## ISCALE

Mercedes W196 F1 - Fangio #8 GP  
Netherlands Winner - World Champion

SCALE: 1/18 PRICE: £84.99 REF: 118008

[www.ayrey.co.uk](http://www.ayrey.co.uk)

Another contender for Blaues Wunder transporter cargo, this is an equally superb model as the version we reviewed in the last issue. Superb.



## NOREV

Volkswagen T3 "BLUESTAR"

SCALE: 1/18 PRICE: £91.99

REF: 18SPEC001

[www.ayrey.co.uk](http://www.ayrey.co.uk)

Sporting stunning blue paintwork, this T3 features beautifully captured lines and a really good interior. Excellent finish all over.



## OXFORD DIECAST

Land Rover Lightweight  
Berlin Scheme

SCALE: 1/76 PRICE: £5.75 REF: 76LRL004

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

There is a certain something about the Berlin Scheme look that transforms any vehicle and the canvas top looks incredibly realistic. Excellent all over.



## OXFORD DIECAST

Vauxhall Wyvern - Regency Cream

SCALE: 1/76 PRICE: £5.45

REF: 76VWY007

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

The old school lines of the Wyvern are beautifully recreated in miniature and the Regency Cream really looks the part too. A truly lovely model.



## OXFORD DIECAST

Mini 1275GT - Glacier White

SCALE: 1/76 PRICE: £5.45

REF: 76MINGT005

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

The amazing Mini 1275GT looks superb in Glacier White and it really shows off that lower side body stripe very well indeed. Marvellous stuff.



## WIKING

Stertil-Koni Vehicle Lifts

SCALE: 1/32 PRICE: £29.95

REF: 077845

[www.wiking.de](http://www.wiking.de)

With steerable wheels these two all-metal lifts are ideal for lifting Wiking tractors during wheel changes. Height set with supplied plastic pins.



## MATRIX SCALE MODELS

1931 Cord L-29 Phaeton Sedan

SCALE: 1/43 PRICE: £95.00

REF: MX 40307-011

[www.matrixscalemodels.com](http://www.matrixscalemodels.com)

A gem, in cream with light green lining and beige interior. Comprehensive level of detail, with a particularly fine dashboard. Top up version to follow.

## A TRULY OUTSTANDING START TO THE NEWLY-TOOLED VW T5 RANGE BY OXFORD DIECAST

# 1/76 scale

**OXFORD DIECAST**  
VW T5 Van - RAC  
PRICE: £5.95  
REF: 76T5V001

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)



◀ The lines of the T5 have been caught perfectly and look superb in the outstanding largely orange modern livery of the RAC. It's interesting to note that, rather than separate units, the headlights are replicated by tampo printing instead - but it works!

▶ Superbly printed graphics are easily legible and carry all the correct detail.



### VOLKSWAGEN'S T5

Transporter succeeded the popular T4 and was produced from 2003 to 2015. It continued the tradition of versatility of this style of VW with its body shape appearing as a cargo/passenger van, pick-up, minibus, crew van and camper van. It also comes in either short or long wheelbase variants.

Key sales markets for the T5 range were Germany, France, the UK, Russia, Turkey, Taiwan and Singapore. The USA market was not a competitive option for the T5 Transporter range due to it being classed as a light truck, thereby automatically incurring a substantial tax/tariff upon importation.

For the first outing of this new tooling by Oxford Diecast, it comes as a van with two cabin

windows and one rear, registered PO14 UKZ from the first half of 2014 this is an example of the post-2010 facelift version. Decorated in the bright modern orange and white livery of the RAC, carrying all of the company's familiar slogans on the sides, front and back, it is fitted with an orange roof light bar and features hi-vis red and white chevrons across the rear doors.

The lines of the T5 range have been caught perfectly and the choice of the vibrant RAC livery for this first release is a good one as it really makes it stand out, which for the real vehicles is the whole idea for maximum visibility when attending to roadside emergencies, particularly on busy motorways with their fast-

moving traffic and the obvious risks that situation in particular presents.

The standard of printing is nothing short of superb, especially given the amount of small text that is required at this scale. Nothing is missed and the delineation is as crisp as it is on the real vehicle. The red and white chevrons to the rear doors

are particularly pleasing.

Note that both driver and passenger door windows are modelled open, this gives us a great view of the interior.

An interesting feature is the use of printing to replicate the headlights rather than separate clear plastic units - but it works!

An absolutely stunning start to the T5's Oxford life. **DC**



### MATRIX SCALE MODELS

Ferrari 250GT Passo Corto 1960  
Winner RAC Tourist Trophy Moss #7  
SCALE: 1/43 PRICE: £99.99 REF: R40604-011

[www.ayrey.co.uk](http://www.ayrey.co.uk)

Ferrari's gorgeous 250GT joins Matrix's racing stable and Moss' 1960 RAC TT winner is perfectly recreated with an outstanding level of detail.



### MATRIX SCALE MODELS

Ferrari 250GT Passo Corto 1960  
Winner Nassau Tourist Trophy Moss #5  
SCALE: 1/43 PRICE: £99.99 REF: R40604-012

[www.ayrey.co.uk](http://www.ayrey.co.uk)

Not content with his RAC success, Moss took the Nassau TT with the same car so this makes an ideal companion to his RAC winner.



# GET READY FOR THE SUMMER WITH THIS AIRY CITROËN NUMBER FROM NOREV

## 1/43 scale

**NOREV**

2017 Citroën C3 Aircross

Grey with White Roof & Orange Deco

**PRICE:** £39.99

**REF:** NV155328

[www.amerang.co.uk](http://www.amerang.co.uk)

**WHEN** Citroën launched its C3 Aircross in Paris on 12th June 2017, (not to be confused with a quite different car of the same name, a Picasso-based MPV made at its Brazilian production facility) its styling was noted as being a very clever rework of the base C3 into a subcompact crossover SUV, whilst also taking many of the styling cues from the C-Aircross concept car that had been presented at the 2017 Geneva Motor Show. Directed by Pierre Authier, its style is very much in harmony with that of the latest Citroën offerings with front double decker lights.

It shares its platform and many elements with the Peugeot 2008 and Opel Crossland X, following the partnership between Groupe PSA and General Motors that began in 2012.

Norev's superb 1/43 scale replication of Citroën's eye-catching design is absolutely fabulous, capturing the

character of the real thing perfectly, right down to that now signature front lamp arrangement of the manufacturer's modern range.

Apart from the initial things that draw your attention, the subtle but definitely outstanding orangey-red roof rails, side mirror tops and main headlamp unit surrounds, the next most obvious feature on this model is the open sunroof, a masterstroke. It looks so realistic that you'd think it can actually slide - but it doesn't (I tried!). It doesn't matter at all because what it does do is allow you to fully appreciate the excellent interior.

A really stunning model of an equally fabulous real car. I hope there are many more versions of this to follow from Norev. **DC**



▲ The unmistakable look of Citroën's popular C3 works very well for the Aircross version.

► The open sunroof is a super touch and you can now really appreciate the excellent level of detail to the car's interior.

► Finish is superb throughout and the finesse to the printing on the rear three-quarter windows is especially rather pleasing.



**MATRIX SCALE MODELS**

Ferrari 250GT Passo Corto 1961

Winner RAC Tourist Trophy Moss #7

**SCALE:** 1/43 **PRICE:** £99.99 **REF:** R40604-013

[www.ayrey.co.uk](http://www.ayrey.co.uk)

Why not complete the set? The third model incarnation of this legendary car replicates Moss' 1961 RAC success. These models are all exquisite.



**OXFORD DIECAST**

Ford 400E Van - Royal Mail

**SCALE:** 1/148 **PRICE:** £5.25

**REF:** NFDE004

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

At this scale, the only way to replicate this well was with a plastic body but it doesn't detract from the model - far from it. Really lovely shape and detail.



**OXFORD DIECAST**

Vauxhall Friary Estate Dusk Rose/  
Lilac Haze

SCALE: 1/76 PRICE: £5.45 REF: 76CFE007

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

Previously released in 1/43 scale in these colours, Vauxhall's marvellous Friary Estate makes it into 1/76. Absolutely splendid all round.



**OXFORD DIECAST**

Triumph 2500 - British Racing Green

SCALE: 1/76 PRICE: £5.45

REF: 76TP006

[www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

Triumph's big powerful saloon makes another appearance in 1/76 scale and it's a real beauty in British Racing Green. Absolutely gorgeous.

## TRANSPORT YOUR PORSCHE BACK TO ANOTHER ERA

### 1/18 scale

**SCHUCO**

Opel Blitz Porsche Renntransporter

PRICE: £296.99

REF: 00084

[www.ayrey.co.uk](http://www.ayrey.co.uk)

**OPEL'S** double-cab articulated Blitz was chosen by the Porsche Racing Team at the start of the sixties to be transformed into a vehicle to safely transport up to three of its racers around the Grand Prix and endurance sports racing circuits of Europe.

As an option for showing off your 1/18 scale Porsche racers, there can't be many more truly evocative sights than this. It has real display

presence and works equally well with the 1960s 718 and 804 Formula 1 cars, 904 GTs and the incredible 906 Carrera 6 (my favourite all time car and top of my lottery list!) - they will all work perfectly here, and you can display up to three cars on this beauty.

Largely resin, there is some use of plastic, but at this scale that's a good thing as it allows some extra finesse, such as to the upper deck side rails. These come as separate items and

are a little fiddly to mount (to be really secure a little dab of strong glue wouldn't go amiss) but look amazing once they're sorted, really adding to the genuine feel of this model. The lower deck rear tailgate also comes as a separate item. There are also side cab mirrors to fit and, as you can see, these got forgotten for the photos!

It's a truly magnificent model and a worthy investment if historic Porsches or vintage racing car transporters are your

particular collecting passion.

The cab interior should also be specifically mentioned as the finish to the seats is wonderful and it looks incredibly realistic. The rest of the interior is up to the same standard too.

Beautifully finished in the oh so evocative dark Guards Red that Porsche used for all its Renntransporters back in the day, I have to say that I'm really rather smitten with this one. **DC**

**DIECAST**  
COLLECTOR  
**EDITOR'S**  
CHOICE



▲ Largely resin and superbly finished throughout, the marvellous Renntransporter awaits its cargo of up to three 1960s Porsche racers.



▲ Just imagine this fully loaded and how good it will look on display in your collection.

**We really want your feedback!** Do you agree with the Editor's Choice? Let us know your thoughts about this and the other releases at [deareditor@warnersgroup.co.uk](mailto:deareditor@warnersgroup.co.uk)



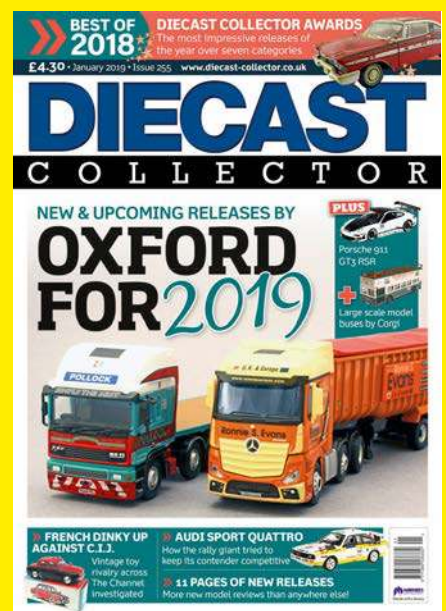


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# CORGI PRIZE

**Thanks to our fabulous friends at Corgi,  
we have two great groups of eight  
Vanguards models to give away.**

Just answer the question correctly and you  
will be put into a draw to win!

**VA02541**

Austin Mini Cooper S Mkl,  
Almond Green

**VA05810**

Morris Minor 1000, Turquoise

**VA06713**

Triumph Spitfire Mk3, Saffron

**VA10509**

Triumph TR7, Triton Green

**VA10712**

MGB Roadster, Acconite Purple

**VA11117**

Land Rover Series 1 80" 2-litre

Royal Military Police Escort Vehicle,  
Berlin 1956

**VA11509**

Triumph TR5, Jasmine Yellow

**VA13507**

Mini 1275GT 1972 RAC Rally #70



**PRIZE  
BUNDLE  
#1**



# VANGUARDS

# GIVEAWAY!

## VA09524

Ford Escort Mk1 Twin-Cam, Mink

## VA01207

Volkswagen Beetle Oval Rear Window, Coral

## VA12612

Ford Escort Mk2 RS Mexico with Tarmac Arches, Signal Yellow

## VA13605

VW Golf Mk2 GTi, Alpine White

## VA12611

Ford Escort Mk2 1.6 Harrier, Silver

## VA06412

Vauxhall Cresta PA, Alpine Green & Glade Green

## VA01209

Volkswagen Beetle Type 1-11E, British Army Royal Military Police

## VA05212

Ford Granada Mk1 3.0 Ghia, Green

PRIZE  
BUNDLE  
#2



## HOW TO ENTER...

Enter online at [www.ccofgb.uk/comp-may19](http://www.ccofgb.uk/comp-may19)

From which company did Vanguard become part of Corgi's range?

a) Hornby    b) Lledo    c) Dinky

**Small print:** Entry is only via our website. Entries close at midnight on 14th May 2019. To enter you must answer the question correctly. Warners Group Publications Plc standard competition terms apply, to view visit: [warners.gr.com/terms](http://warners.gr.com/terms). For information on how your personal data is processed, secured and your rights, our Privacy Policy can be viewed here: [warners.gr/privacy](http://warners.gr/privacy) or available in hard copy on request.

# King of the Stuntmen

**Mike Pigott looks at this legendary range of diecast models made by Ideal Toys in the 1970s, based on the King of the Stuntmen - Evel Knievel.**



**E**vel Knievel is probably the best known stunt performer of all time. Born in Butte, Montana, in 1938, his real name was Robert Knievel, but he picked up the nickname 'Evel' during his days as a juvenile delinquent. He worked around the country as a miner, hunting guide, insurance salesman and motorcycle dealer, but his main interest was motocross racing. Unable to support his young family in motorcycle racing, he hit upon the idea of stunt jumping on a motorbike. He went around small towns of the North West USA and performed a one-man daredevil show, doing all sorts of stunts on his bike, culminating in a large ramp-to-ramp jump where he would leap over cars, flames, or cages of dangerous animals. Soon he began performing at larger venues, such as county fairs. He became a popular attraction at this sort of event, jumping progressively over more and more obstacles. However, he occasionally mis-timed his jumps, which led to crash-landings and long hospital stays.

In 1967, Knievel attempted to jump the massive fountains outside Caesar's Palace Casino in Las Vegas. He completed the jump, but landed badly and skidded, causing six bone fractures and a month in

▲ Café Racer.

**Inset:** The King of Stuntmen himself, Evel Knievel.

hospital. Having attracted national and international attention, he began performing his stunts in stadiums, which were often packed with fans. In 1971 he made the world record by jumping over 19 cars.

Always dreaming of more spectacular jumps, he later announced he intended to jump the Grand Canyon. The National Parks Service would not allow this, so instead he settled on privately-owned Snake River Canyon in Idaho. To do this he had a specially designed, steam-powered motorbike that was shaped like a rocket, called the 'Skycycle X-2'. Unfortunately the jump was unsuccessful as the machine's parachute deployed early.

In 1975 he visited the UK and attempted to jump over 13 London buses at Wembley Stadium, but again he hit the ramp and was injured. Back in the USA, he successfully jumped over 14 Greyhound coaches in Cincinnati, Ohio. Knievel retired from jumping in 1977.

## SELLING EVEL

Evel Knievel was a man of his word; if he made a deal to perform a stunt, he would honour the deal and do it, even if he later realised the stunt could prove dangerous. He was also very good at self-promotion; there were two feature films made about him, and





▲ Rear of series 2 box showing all 12 models.

a large amount of merchandise was produced using his likeness and trademarks. His best-known logo was a thick number '1' finished in the colours of the American flag. He wore white leather jumpsuits with blue stripes and white stars, and most of his vehicles were finished in red, white and blue with patriotic stars and stripes.

## IDEAL TOY COMPANY

Probably the best remembered product line based on Knievel was a range of miniature stunt motorcycles and other vehicles made by the Ideal Toy Company, which could be placed on a stand and 'revved up' using a crank. When the desired speed was attained, the bike could be released from the launcher by pushing a button, and would take off with a miniature Evel seated on top.

As Evel Knievel was idolised by millions all over the world, it was inevitable that a range of toys would be based on his exploits. In 1972, Ideal obtained the exclusive license to produce toys of Evel Knievel. Initially action figures were released, followed by the famous Stunt Cycle, with its crank-operated mechanism. This was invented by the famous toy design company Marvin Glass and Associates, which had also devised 'Mouse Trap' and the 'Big M-X' range from Matchbox. In addition to the Stunt Cycle, there were a number of other vehicles that were compatible with the launching ramp, including a Chopper, Trail Bike, Jet Cycle, Stratocycle, Skycycle, Stunt Car, Funny Car, and a combination Formula 1 Racer and Dragster; many of which Evel never actually drove. There were a number of related action sets including a stunt stadium, and a 'danger canyon' playset. The Evel Knievel line was the company's best selling range for much of the 1970s. Evel actually made more from Ideal Toys royalties than he did from performing stunts.

## HERE COME THE DIECASTS

In 1976, Ideal released a range of diecast miniature vehicles based on Evel Knievel. Initially there were six models released, followed by another six in 1977; one additional model was released later. The range included six motorcycles, the skycycle, and six different types of racing car. As with the action figure line, many of the vehicles in the range had never actually been driven by Evel himself, and were just there to pad out the range! Although a fan of auto racing, Knievel never actually participated in it. Some of the motorcycles were types never used by him either.

Ideal did not have a history in diecast cars and these were the first metal vehicles released by the company. They were all made in Hong Kong and were probably manufactured by an outside company for Ideal. The cars in the range were around 1/43 scale, and the motorcycles were more like 1/24 scale, but were not to a consistent size. The models were described on the packaging as being:

- Diecast Metal
- High Impact Plastic
- Authentic Detail
- Real Moving Parts
- Highly Decorated
- 6 Scale Models to Choose From

Most of this was true, although not all models had working parts, and the second series models had '12 Models to Choose From' substituted. Most items had one or more metal parts plus a number of plastic parts. All had a model of Evel fitted; the motorbikes had a full figure in soft, rubbery plastic that was detachable. The cars and Skycycle had small part-figures in hard plastic that could not be removed. All of the models were in red, white and blue, with some silver, bare metal and black parts. As advertised, both the vehicles and figures were highly decorated. This was done with a combination of hand-painting, paper labels, clear vinyl stickers and an early type of pad printing. Unfortunately, the paper labels seem very susceptible to peeling and fading – particularly the gold lettering – and the clear labels could also peel. The white plastic parts could be prone to yellowing with age.

## STUNT CYCLE

During Evel Knievel's career he rode a number of different motorcycle marques, including Honda, Triumph, Norton and Laverda, but during the 1970s he switched to Harley-Davidson. The bike he used most frequently was a Harley-Davidson XR-750, which was designed for dirt racing and had proved very successful. It was perfect for Evel Knievel, as it was fast, powerful, and fitted with strong suspension and a short tail.

The Ideal model stunt cycle was easily recognisable as a Harley-Davidson XR-750, due to its V-Twin engine and thick, double exhaust pipes on each side. The main diecast parts were the frame, which was cast in two halves and riveted together, and painted black. The front forks, which incorporated the headlights and handlebars were in bare metal and could steer; this part was very well detailed and even included the brake grips. The spoked wheels were diecast, with separate black plastic tyres. The two-part engine was in chrome plastic and included the exhaust pipes. A kick-stand was fitted, which was diecast metal and could flip down to allow the bike to stand up. The top of the motorcycle was in white plastic with a separate black plastic seat. There was a sticker on the sides of petrol tank with a blue stripe and Evel's '1' logo, while a short 'stars and stripes' label was fitted to the tail.

The Evel figure was in soft white plastic, and like all the motorcycle-riding figurines in the range it had



► Stuntcycle.

# EVEL KNIEVEL

hand-painted blue stripes on the helmet and belt, a V-shaped blue stripe on the front of his jumpsuit, and inverted red V-shapes on his trouser cuffs, plus a clear '1' label on his back. His face was touched up with pink paint. The figures were all fitted with loops on the feet to hook onto prongs moulded on the motorcycle, and his hands could grip the handlebars.

## CHOPPER

The second motorbike model released in 1976 was a chopper, a very popular type of custom bike in the '70s. Evel Knievel did not use a chopper in his stunt acts, but it is likely he owned one as he loved motorcycles and spent very lavishly on himself. The model was quite clearly based on a Harley-Davidson with a custom, streamlined frame and a large sissy-bar. The metal two-part frame was painted white, and was fitted with an angled black plastic seat. The front forks were in chrome plastic and incorporated the twin headlights and handlebars. The handlebar grips and brake levers were separate black plastic pieces. The V-Twin engine and four huge, curved exhaust pipes were also chrome plastic. The frame was decorated with red stripes and '1' logos, plus stars and stripes labels on the top of the fuel tank and seat back. The driver figure was noticeably larger than the one on the Stunt Cycle.

## SKY CYCLE

Evel Knievel's most daring and spectacular jump occurred in September 1974, when he attempted to fly over the Snake River Canyon in the Skycycle X-2. The Skycycle was not actually a motorcycle, but a small rocket powered by super-heated steam. The jump proved unsuccessful, as a parachute deployed too soon, and the resulting drag stopped the X-2 reaching its top speed. The stunt was shown live on video feeds into American cinemas. In other countries the stunt was broadcast on TV, and as a child, this was the first time I was allowed to stay up into the early hours to watch such an event.

The Ideal version of the Skycycle was a very accurate replica, and was extremely faithful to the real thing. The upper fuselage was diecast metal, painted white, and incorporating the tail fin, rear wings with rectangular tips, and small front canards. The lower fuselage was red plastic, with two narrow wheels at the back, and a single wheel at the front. The headrest and fairing was in dark blue plastic, and at the tip of the nose was a pointed prong in soft black plastic. There were paper stickers on each side reading 'EVEL KNIEVEL X-2' in large gold letters, and '1' labels on the tail and winglets. There were red stripes on the tops of the rear wings, and a blue label with white stars was fitted around the fairing. On the nose were more white stars on a blue field, although these were applied by pad-printing. A small Evel figure – in about 1/43 scale – was seated in the cockpit behind a clear windscreen.

## FUNNY CAR

Funny Cars are a type of dragster with engines mounted in front of the driver and bodies that look like normal street cars. However, the bodyshells are simply fibreglass mock-ups of road cars that are

Chopper.



Skycycle.

**Evel Knievel's most daring and spectacular jump occurred in September 1974, when he attempted to fly over the Snake River Canyon in the Skycycle X-2.**

hinged at the back, and flip up to allow entry. The driver sits at the rear of the car behind the massive engine and is protected by a roll cage. Funny cars race in pairs from a standing start along a measured distance, usually a quarter-mile, on a straight track.

Ideal produced a large model of a funny car in its Evel Knievel action figure range. The bodyshell was made of diecast metal, and was quite typical of a funny car of the era, although did not appear to be based on any particular car. It was decorated with flaming 'EVEL' stickers on each side, a '33' racing number on the roof, plus blue and red stripes along the bonnet. The headlights and grille were highlighted with silver paint. The body was fitted with front and rear windows, while the windscreen and bonnet had a cut-out area to allow the blower scoop to protrude. The base was made from thick red plastic and included the front bumper and roll cage sides. On top of this was a blue insert which included the fuel tank and driver's seat. Attached to this was a small Evel figure in white with some painted details, and a dished steering wheel. In the centre was a huge chrome engine complete with





Funny Car.



Dragster.

blower and quad side pipes. The roll cage and front strut were moulded in very fine chrome-plated plastic; both parts were hinged and could flip up to hold the body open. The racing wheels were thick racing slicks with chromed five-spoke hubs, similar to those on Matchbox 'Speed Kings'; the rear wheels being much larger.

## DRAGSTER

The next model in the range was a Top Fuel dragster, a type of dragster with an extended front end and engine mounted behind the driver. Like funny cars, top fuel dragsters raced in pairs on a straight measured track, but with much faster acceleration due to the huge rear wheels and ethanol-powered engines.

The diecast miniature was a very accurate representation of a dragster of the era, in around 1/50 scale. It had a diecast upper body that included the front spoiler, parachute pack and a very finely cast roll bar. It was painted white with 'stars and stripes' decals on the spoiler and in front of the cockpit, plus very long decals on each side with

red and blue stripes and '1' logos. A separate metal spoiler was fitted to the rear and also had a 'stars and stripes' label. The rear parachute pack was painted red with black straps. A small Evel half-figure was seated in the cockpit, complete with chromed steering wheel and wing mirrors, plus a clear plastic windscreen. The base was white plastic, and there were chromed struts behind the front wheels. A large engine was mounted behind the cockpit and was fitted with a blower and quad exhausts. The wheels were something of a contrast, with narrow bicycle spoked types up front and massive thick slicks at rear.

## FORMULA 5000

Formula 5000 racing was a type of motor racing popular in the 1970s. It used open-wheel cars that looked like Formula 1 racers, but without the strict rules and high costs of F1. The Formula 5000 name came from the maximum engine size allowed, which was anything up to and including a five-litre engine.

Ideal's diecast Formula 5000 car was generally a good representation of a 1970s open-wheel racer in 1/43 scale. Like the other cars in the range, it was a type never driven by Evel Knievel; however, this one had some truth behind it. Evel was a huge fan of Indycar racing, and in the mid-70s he sponsored a car driven by his friend Gary Bettenhausen, which had a passing resemblance to the Ideal model.

The model Formula 5000 car did not have a lot of metal in its construction; only the upper body was diecast up to the roll bar. It was painted white with a '33' racing number on the nose, '1' logos on the front wings, and a V-shaped 'stars and stripes' decal around the cockpit. The base was in white plastic, as was the rear spoiler and air scoop. There was a large engine at the rear with a pair of dual exhaust pipes. The wheels were similar to the funny car. There were more '1' decals on the sides of the air scoop, and more 'stars and stripes' on the rear wing, plus sponsor decals for 'Champion' and Union 76' on the sides.

## SERIES 2

A second series of six models was released in 1977. This assortment consisted of three motorcycles and three more racing cars. This time only one of the models appears to be based on a real vehicle. The second series were not on sale for as long as the first series models, and as a result are much harder to find.

## STRATOCYCLE

The only model in series 2 to be based on a real vehicle was the Stratocycle. This particular motorbike was used solely in the feature film 'Viva Knievel', in which Evel – playing himself – performed a range of stunts while taking on a fictitious gang of drug smugglers. The Stratocycle was mainly a show bike and was not used for any of the dangerous stunts. It was based on a Harley-Davidson XLCH, a limited edition Sportster. Heavily customised, it was fitted with a racing-style fairing at the front, small wings, and an aeroplane-style tail behind the seat!

Ideal's model of the Stratocycle was largely faithful to the real thing. It had a two-part metal frame that was painted black and riveted together enclosing a

*The only model in series 2 to be based on a real vehicle was the Stratocycle. This particular motorbike was used solely in the feature film 'Viva Knievel'.*



chrome plastic Harley V-twin engine. The front forks were diecast and included the front disc brakes. The handlebars were also unpainted diecast and were riveted to the forks. The fuel tank and tail were in dark blue plastic with a separate black seat fitted. The most eye-catching feature of the bike was the racing fairing which was moulded in blue and adorned with a large American bald eagle motif, just like the real vehicle. The eagle was a large paper label, as were the red and white stripes below the 'wings'. The diecast wheels were a new design with seven spokes, and were fitted with black rubber tyres. A working diecast kick-stand allowed the bike to stand up. The Stratocycle is one of the rarest and most desirable models, and can change hands for several hundred pounds.

## SUPER JET CYCLE

The Super Jet Cycle does not appear to be based on any real motorbike, and looks to be a scaled-down version of the larger jet cycle from the action figure range. The only difference is that it had solid, chrome jet engines rather than translucent red ones with sparking action! The angular body was diecast and cast in two halves, with very wide foot-rests. A bizarre-looking chrome engine was fitted underneath, while two big jet engines in chrome plastic were attached to the rear. The front forks and handlebars were in black plastic and could pivot slightly, while a paper label showing the dash controls was fitted in the centre. The wheels were the same as on the stunt cycle, although the rear wheels were almost totally enclosed. The seat was blue plastic and a diecast kick stand was fitted. A rectangular chrome headlight was fitted to the front. The body was painted white and had '1' decals and red stripes applied.

## DRAG BIKE

Unlike the Super Jet Cycle, the Drag Bike is based on a real type of racing motorcycle, although it was

- ▲ Formula 5000.
- ▶ Stratocycle.



- ▲ Evel Knievel miniatures were heavily advertised in American comic books.



- ▲ The real Stratocycle.

not a type that Knievel participated in. Drag bike racing is similar to dragster racing, and involves pairs of powerful motorbikes racing on a quarter-mile straight track from a standing start. The drag bikes are heavily modified, often with extended bodies to accommodate the huge engines.

The Ideal drag bike was a very accurate model in about 1/30 scale. It had a white diecast frame made from two parts. Fitted inside the frame was a pair of chrome plastic Harley-Davidson V-Twin engines mounted in tandem. The front forks were unpainted metal, with diecast handlebars bolted on top. The front wheel was the same as on most other bikes in the range, although the rear wheel was a solid disc. The Evel figurine was much smaller than on the other bikes, and is in a semi-prostrate position. There were '1' logo transfers on the front forks and rear panels.

## FORMULA J

The next three cars were based on more types of motor racing that Evel Knievel was never associated with. Formula J is a type of GT racer. However, the name is quite confusing, as there was no type of motor racing actually called 'Formula J'. It appears to be based on the Ford J-Car, a flat-topped development of the Ford GT40 from the mid-1960s. The J-Car was a strange choice for Ideal to model, given that it was not successful in racing and was ten years out of date.





▲ Super Jet Cycle.



▲ Drag bike.

However, the Ideal miniature captured the shape of the J-Car very well. The upper body was painted red, and had a separate, rear-hinged opening engine cover. The base was made of blue plastic, extending up to the sills. The chrome V-8 engine was very detailed and could be seen clearly when the cover was raised. In the cockpit was a painted Evel half-figurine and a black plastic steering wheel. The windscreen and headlight covers were in transparent amber plastic. There was a chrome plastic air intake at the front, and the wheels were five-spoked mag slicks. Affixed to the top was a 'stars and stripes' decal in blue and white. A '33' racing number was stuck on the nose (presumably that was Evel's lucky number), and there were sponsor decals on the sides.

## SUPER STOCK

This model also has a fairly ambiguous name; it was called 'Super Stock', although this title would indicate a heavily-modified car used for drag racing. The style of vehicle, plus the numbers on the side, indicates it is more of a racing stocker. While not credited as any particular car, it generally resembled a Chevrolet Camaro. It had a white diecast body with a red plastic bonnet scoop and thick 'stars and stripes' decals on the bonnet roof and boot. There were '77' racing numbers on each door, a change from '33'. The base was blue plastic, with a black grille and chrome plastic bumpers at front and rear. The interior was blue with a red roll cage and window netting, black steering wheel and a truncated Evel figure. The wheels were similar to the Formula J.

## RAT TRAP

Another model with a bizarre name, Rat Trap appears to be based on a modified stock car. This is a type of oval dirt-track racing using very heavily modified road cars that is popular in the USA. Modified stockers use the rear half of a standard car, but with a heavily altered front end and engine, and are surrounded by heavy bumper bars. The Ideal version was an accurate-looking model, but with very little



▲ Super Stock.

diecast metal in it. Only the coupe body from the windscreen back was metal, and was painted red. The base and interior were blue plastic, with a half-figure of Evel behind the steering wheel. There was no bonnet, with only a sloping, riveted panel over the engine. This part was made from white plastic and also incorporates the interior roll cage. The engine was chrome plastic and included the side pipes. There were white plastic bumpers protecting the sides and rear, while a red bumper surrounded the engine area. The wheels were like the Super Stock, but protruded outside the bodywork like a real modified stocker. There were blue and white 'stars and stripes' decals on the roof and boot, and 'Evel Knievel' logos on the side, with the number 'X9' affixed to the nose.

## EVEL KNieVEL'S DOWNFALL

Given Evel's popularity and success, it would appear that things were looking rosy. Unfortunately, in late 1977 things began to go downhill for him. A former promoter wrote a tell-all book which painted a very unflattering portrait of Knievel. This enraged Evel, who confronted the promoter and bashed him severely with a baseball bat. Knievel was arrested and sentenced to a prison term.

At this point Knievel's sponsors including Harley-Davidson ended their association with him. In

▼ Formula J.





particular, Ideal Toys no longer regarded him as a fit role-model for children and stopped producing Evel Knievel toys. The diecast line was discontinued, while the action figure and stunt bike range was later reissued with new, generic characters.

## THE THIRTEENTH MODEL

One further diecast miniature was released by Ideal, and was probably issued in late 1977 just before the assault scandal took place. The Café Racer was the thirteenth and last model in the series. It was not mentioned in any advertising, and even the box it was packaged in did not list it on the back, only the 12 previous items. It is uncertain whether it was a one-off additional model, or whether it was meant to be first in a third wave of six models.

## CAFÉ RACER

The Café Racer was a type of bike that originated in British motorcycle culture in the 1950s. They were low-powered bikes, but highly tuned and often fitted with accessories to make them look like racing bikes. Whether Evel Knievel owned a Café Racer is uncertain, although as he treated himself to a lot of motorcycles, it's possible that he did. Many manufacturers produced commercial café racers during the 1970s, including Harley-Davidson.

Ideal's last Precision Miniature was another interesting and accurate model. Surprisingly, it was not based on a Harley, as it did not have a V-Twin engine. The black frame was diecast, and had a chrome plastic engine and metal kick-stand enclosed. The front forks were bare metal and included a front mudguard. The handlebars were also diecast and had brake grips. The wheels were diecast with black rubber tyres; they were a larger size than the previous models. The fuel tank was white plastic with a separate blue seat. The front fairing was actually made from three parts: a clear windscreen, a white centre section and a blue lower portion, which were glued together and decorated with a red stripe label. There was a 'stars and stripes' decal along the top and '1' labels on the rear quarters. The

Evel figure was hunched over and appeared to be travelling at speed.

Café Racer is a very rare model, with many collectors unaware of its existence. Mint and boxed examples can fetch up to £400.

## PACKAGING

The models were packaged in colourful window boxes, with a picture of Evel on the header card. The boxes were, unsurprisingly, in red, white and blue with lots of stars and stripes. There were three sizes of boxes: the cars came in standard box, the motorbikes came in tall boxes, while the two long vehicles – the Dragster and the Skycycle – came in low, wide boxes. There was a card insert in the box, and the models were attached to this with twist-ties. The first series vehicles had black and white drawings of the first six models on the rear of the packaging, while the second series models had colour photos of all 12. The Café Racer came in a second wave box. Affixed to the cellophane window was an oval-shaped red sticker with the name of the enclosed model. There were also two gift sets released: one containing the first six models, and another with four motorcycles.

Evel Knievel soon fell out of favour with the public, and without income from royalties, or sponsors for his stunts, subsequently went bankrupt. The models soon disappeared from toy shop shelves. However, Ideal toys were distributed all around the world, and a lot of Evel Knievel merchandise was sold. I didn't have any of the Precision Miniatures or stunt vehicles when I was a kid, although I recall a lot of kids at school having them. The first series models are reasonably easy to find at affordable prices, but the second wave are hard to find. The Stratocycle and little-known Café Racer are particularly sought-after by collectors.

Ideal later produced a range of Hot Wheels style diecast vehicles called 'Slam Shifters'. As for Evel, he wasn't totally forgotten about. Johnny Lightning produced a small range of Evel Knievel vehicles in the 1990s, as we will see in our next instalment! **DC**

▲ Rat Trap.



▲ Tall box containing Chopper.



▲ Wide box containing Dragster.



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# The Champ's Ch

He is the most successful rally driver of all time, having won the WRC title nine times in a row. **Francisco Mota** builds up a collection of 1/43 scale models showing that Loeb was not interested only in rallying – he also tried Le Mans, the Dakar and many other races.

Photos João Carlos Oliveira

**E**ven if you only have the slightest interest in motorsport, chances are that you've already come across this name: Sébastien Loeb. The French driver, born in 1974, is the most successful rally driver of all time holding many records – the most important of which, of course, are the incredible nine World Rally Championship titles he won in a row, from 2004 to 2012. He also holds the record for the most rally wins, 79, plus the most podium finishes, 117, and the most rally stage wins, 917. Until now, he has bagged 1,686 WRC points since his first WRC outing, the 1999 Catalunya rally. His WRC career isn't over yet though, as Loeb has made a comeback this year with a program for six events during the season.

Born in Haguenau, Alsace, he grew up in Oberhoffen-sur-Moder and was interested by gymnastics from an early age because his father was a coach. He was good at it, winning the Alsatian title four times, before becoming France Grand East champion and finishing fifth in the French national championship. At school he opted for electrical



# amp

engineering and, at the same time, started working as an apprentice for a local company, Socalec. His boss was a car enthusiast and noticed Sébastien's reckless driving style right away, and he liked that. However, in 1995 aged 21, Loeb leaves school and his job. He enters a French young driver's talent contest, "RallyesJeunes", where every candidate around the country had to prove themselves at the wheel of a Peugeot 106 Rallye. He did not win the first time around, nor at the second attempt the following year. However, he did enough to convince a friend to lend him his Peugeot 106 and go rallying in Alsacia. He won his class in the first event in 1997 and things started to take shape. The following year, he managed to enter the Citroën Saxo Kit Car Trophy, running a proper racecar, a S1600 class car. But he had a couple of crashes and lack of budget threatened his career, until one of his friends found a sponsor to pay for the car repairs. Loeb was back in the hot seat for 1999 and duly won the French series. This made him eligible for the French Federation's Equipe de France



▲ Three cars that Loeb drove in his early days: Peugeot 106 Rallye, Citroën Saxo Kit Car and Toyota Corolla WRC, all by Ixo.

▲ Xsara WRC, 106 Rallye and Saxo Kit Car all by Ixo.



▲ The spare wheel inside the Saxo Kit Car is a nice touch on Ixo's replica.



▲ Good depth to those 106 Rallye headlamps.



▲ This was the first WRC cockpit that Loeb saw as a rally driver.

programme that supported young rally drivers to enter five WRC events at the wheel of another Saxo Kit Car. He did well enough to grab the attention of Citroën World Rally Team boss, Guy Fréquelin, who became his mentor.

In 2000, Citroën decided Loeb should run in the French gravel rally championship, to give him further experience in this kind of surface, and he won the series. As a prize, he was entered in the last French tarmac rally of the season. He was again included in the Equipe de France program that enabled him to start two WRC events, this time at the wheel of a proper WRC car – a Toyota Corolla WRC – with which he twice made the top ten overall.

## JUNIOR WORLD CHAMPION

He made the move to the newly created Junior World Rally Championship in 2001, at the wheel of a Citroën backed Saxo Kit Car, and became the first champion, after winning five out of six rallies. The one he missed was for a good reason, Fréquelin had invited him to drive a Citroën Xsara WRC for the first time in the Rallye Sanremo alongside the other two works drivers, Bugalski and Puras. He finished second overall, beating his team mates and finishing behind the winning Peugeot 206 WRC, driven by Panizzi.

After this demonstration of his talent, Loeb received phone calls from all the WRC works teams, offering contracts for several seasons, but he decided to stay with Citroën World Rally Team. They were steadily growing in investment and performance and Loeb saw that he could be the main driver of the team in the future.

For 2002 Loeb was a works driver so he was now paid to race. Citroën was still developing the Xsara WRC so it decided to enter just seven events. However, this was enough for Loeb to grab his maiden overall WRC win in Rallye Deutschland. Earlier in the season, he provisionally won the Monte Carlo rally, before receiving a two minute penalty for an illegal tyre change that Citroën claimed brought no gain, since it was made just before entering a "parc fermé".

## FIRST FULL SEASON

The following year, 2003, was his first full season in the world championship and Loeb won three times, in Monte Carlo, Germany and at the Sanremo. The championship went to the final round in Wales Rally Great Britain, where Petter Solberg grabbed the title by a single point from Loeb, who had been ordered to hold back by his team and not take risks so the French team could win the manufacturers title. Nevertheless, Loeb had shown the way to his famous



# SÉBASTIEN LOEB'S CARS - PART 1



The Xsara WRC period is represented by three scale models, from left: 2002 Rally Deutschland first win (Ixo), 2004 Rallye France (AUTOart) and 2005 Monte Carlo winner (Ixo).

Citroën team-mates, Carlos Sainz and Colin McRae.

The following year, the Xsara WRC was the car to beat and Loeb was in a class of his own, winning six events and finishing second another six times, a record tie for victories in the same season with his fellow countryman, Didier Auriol, who did the same in 1992. This gave him the title by a huge margin of 36 points to his rival Solberg.

Loeb was known as a tarmac specialist, but the 2004 season proved he could win on other surfaces like the snowy roads of Sweden, where he was the first non-Nordic driver to win. He also won on gravel, in Cyprus, Turkey and Australia.

The following year, Loeb took seven wins, beating his own record, with six of those in a row, which beat another record – consecutive wins in a season that had belonged to Timo Salonen since the Group B days of 1985.

At the start of Wales Rally Great Britain, Loeb was in a position to win his second title, but after Markko Martin's accident, that claimed the life of co-driver Michael Park, he deliberately incurred a two-minute penalty that dropped him to third: he didn't want to celebrate his title in such sad circumstances. Of course, he would secure the crown in the following event, the Japanese rally, with a safe second place overall. At season's end, Loeb had enlarged his record of wins in a season to ten and took the crown with an advantage of 56 points, breaking another record that had lasted since 1980 when Walter Röhrl had beaten Hannu Mikkola by 54 points. There were more records beaten during the season too – for instance he won every stage at the Tour de Corse, the first time that had ever happened in a WRC event. He finished on the podium twelve consecutive times and scored points in thirteen consecutive events, two other records added to his tally.

For the 2006 season, PSA Peugeot Citroën decided to withdraw both teams from the WRC, with plans for Citroën to make a full comeback in 2007 once the new C4 WRC had been fully developed. Of course, Loeb was involved in testing



▲ A nice podium scene as Loeb and Elena celebrate the 2004 Tour de Corse win, by Ixo.



▲ The three Xsara WRCs viewed from above showing all the detailed differences.



▲ Turning front wheels on AUTOart's model add to its quality.



▲ Extra spotlights on the 2005 Monte Carlo winner's front bonnet.

the new car but wasn't happy with a simple role as test driver. So arrangements were made with a privateer French team, Kronos Racing, to run a Xsara WRC for Loeb in the 2006 season. Kronos Total Citroën World Rally Team was the name of the new team, and the Xsara was painted blue with sponsoring from well-known French cigarette brand, Gauloises. The new season didn't start that well, with an early off in Monte Carlo that denied him another win in Monaco, followed by another poor performance in Sweden – on both occasions he was beaten by Marcus Grönholm. Victories resumed in México, the first of five in a row that season that led him to another title and another record, this time overtaking Carlos Sainz's 26 career wins, when Loeb won in Japan. But 2006 would end in a strange way, after Loeb fractured his right humerus in a mountain-bike accident and had to miss the last four events. Grönholm







was not able to take advantage of this and lost the title to the French driver by a single point.

## SECOND AT LE MANS & WORKS WRC COMEBACK

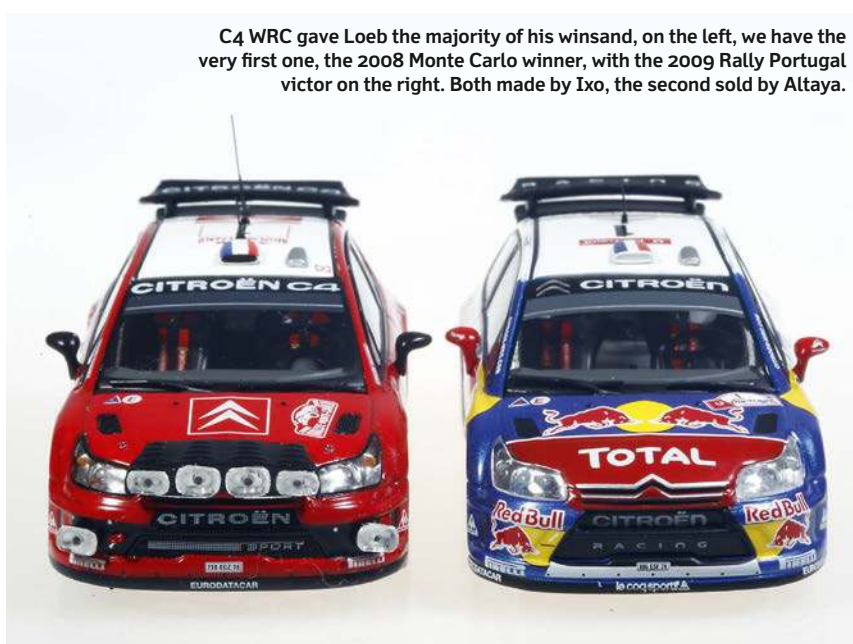
After trying Le Mans with the Pescarolo team the previous year, Loeb was back in 2006 at the wheel of a Pescarolo –Judd C60 and finished the race in second place overall, behind the winning Audi R10 Diesel.

The announced Citroën comeback was on in 2007, when Loeb started the Monte Carlo with a brand new C4 WRC and won again. Things didn't go so smoothly in Sweden and Norway, but after seven championship rounds he was back in the points lead, just to lose it again to Grönholm at the following event. Until the end of the season, both drivers made mistakes that took them out of some events and, by the last rally, Loeb was ten points ahead and granted his fourth title. This was not an easy season for Loeb, driving a car that he found lacking, compared with the old Xsara.

The following season started with business as usual, meaning another Monte Carlo win for Loeb and a crash in Sweden. One of the highlights of the season was his first win in Finland, only the fourth time a



C4 WRC gave Loeb the majority of his wins and, on the left, we have the very first one, the 2008 Monte Carlo winner, with the 2009 Rally Portugal victor on the right. Both made by Ixo, the second sold by Altaya.



▲ There were six extra spotlights on the 2008 Monte Carlo C4.



▲ Rear double plane wing is well reproduced by Ixo.



▲ For 2006, the Xsara was painted Gauloises blue, model by Ixo.



▲ Anti-tobacco laws made the team change from 'Gauloises' to this.

◀ Semi-privateer team Kronos entered the Xsara WRC in the 2006 championship, it made no difference to Loeb. Another Ixo.

non-Nordic driver had done that. Five wins later and Loeb became the first driver in the WRC history to take the title for five times, beating Kankkunen and Mäkinen's four crowns. This was the year when he won Wales Rally GB for the first time. He finished the season with his usual recreational rally, the French Rally du Var, co-driven by his wife, Séverine Loeb. They finished third overall, driving a small Citroën C2 S1600.

The following season Loeb took his 50th career win in Portugal and won another title, this time against Mikko Hirvonen and, in 2010, the C4 WRC was sent to the museum with yet another championship win under its belt, both for Citroën in the manufacturer's championship and the driver's title. Of course, there was another record to be proud of – in Rally Bulgaria, Citroën clinched the top four places overall, the first time this had happened in 17 years of the WRC. Loeb also won Rally Deutschland for the eighth time in a row, the first time any driver had achieved this feat. The season ended with the Frenchman bagging a record 105 championship points and he was on the podium at every event apart from Japan.

## RULES CHANGE

For the 2011 season, rules and cars changed, in an effort to reduce costs and bring more manufacturers to the championship. The leading cars would now be based on smaller road cars, so Citroën changed from the C4 to the DS3. Several components were simpler and cheaper, but that would not change Citroën's race record.

The most dangerous rival to Loeb now came from inside the team – a young Sébastien Ogier had started showing what he was capable of during the previous season, when he won his first WRC event in Portugal. Now in his second season with the team, Ogier was ready to battle Loeb for the win. There were highs and lows between the pair of Sébastiens, Loeb broke another record by winning more than 801 career stages, beating Markku Alén. But there was tension within the team – in Australia,



# SÉBASTIEN LOEB'S CARS - PART 1



1



2

1 Two DS3 WRC models, both winners: 2011 México (Spark) and 2012 Monte Carlo (Ixo).

2 Which is the better model, the resincast by Spark (left) or the diecast by Ixo (right)?



▲ At each event, the team painted the roof in relation to the country, this is México.



▲ Air scoop to send fresh air to the driver and co-driver on the Monte Carlo roof.

Ogier was given team orders to let Loeb pass him, and he didn't like that. Loeb eventually won his eighth title.

The second year for the DS3 started with a record sixth win at Monte Carlo, and another crash in Sweden. Ogier went to Volkswagen and Citroën Team was again Loeb's. In Argentina he took his 70th career win but in late September he announced his retirement from full-time rallying. In future, he would compete in selected events only and said he was interested in the World Touring Car Championship, that Citroën was planning to tackle in 2014. However, he still had time for a ninth WRC driver's title and the eighth for Citroën.

## SCALE MODELS

There are many scale replicas of Sébastien Loeb's cars; the French ace has been around long enough to become a world celebrity, inside and outside the motorsport world – you'll have no trouble finding many of the cars he drove as scale models.

As always, we've made a selection of 1/43 scale models, trying to touch every major cornerstone of Loeb's career, starting with the original Peugeot 106 that he drove in the Rallyes Jeunes contest. The

diecast model is made by Ixo and sold by Altaya, and the shape is very close to the original hot hatch. White steel rims are correct and there are other tasty bits, like the headlamps and properly positioned decals. Accessories like aerial and wipers could be thinner, but this is an inexpensive model. The same applies to the cabin that features racing seat belts.

In the same group of early cars, we have a 1999 Citroën Saxo Kit Car released by Ixo. It is a much better model, perfectly proportioned, with excellent wheels and tyres, rear wing and enlarged wheel arches. This is the car that Loeb drove in the Rallye Sanremo, entered by Equipe de France. The third car in the picture is again an Altaya made by Ixo, also supported by the same French Federation programme for young drivers. It looks like the real car, even if there are some low points like the front grille, represented by decals. Wheels are okay and, inside, the cabin features most of the ancillaries needed to go rallying.

The next model is an Ixo sold in period inside a special box, bigger than usual so it could fit the 2004 Tour de Corse finish podium. Open the box and unfold the front and rear ramps to get the full view of the Xsara WRC with a pair of Champagne bottles on the bonnet, plus two figures with raised arms, representing Loeb and his co-driver, Elena. As far as dioramas go, this is basic stuff but it fits well in a collection like this one.

We've chosen three other Xsara WRC models to illustrate different versions of this car. The first is the 2002 Rally Deutschland winner, the very first WRC win by Loeb. This is a classic Ixo diecast, made with the usual quality expected from this manufacturer. The car sits on lowered tarmac suspension with big wheels and tyres and looks very good. It still features the first livery, without the blue splashes front and rear that came later. There are several roof aerals, the double rear wing is perfectly reproduced and the cabin has the correctly painted grey dash. Inside there's a nicely fitted roll-bar, plus credible race seats with harnesses and a complete set of instruments. There's a spare wheel in the boot and, if you look closer, there are other small details inside. The next Xsara WRC was released by AUTOart and represents the car used by Loeb to win the 2004 Rally France. This is an even better diecast than the one made by Ixo, featuring turning front wheels. The fit and finish is a little better, both inside and outside. The third Xsara WRC is again an Ixo diecast, representing the 2005 Monte Carlo winner, and has the four extra spotlights.

The 2006 Xsara had a very different livery, giving Ixo the chance to produce yet another variant on the same set of parts. The 2006 Rally Japan car looks very good with that blue Go!!!!!!livery that really suits any French car. The similarities to the other Ixo Xsaras are many, but this one features chromed tinted side and rear windows.

Once the Xsara was replaced by the C4 as a road car, Citroën had to do the same in the WRC. We have two examples of the most successful of Loeb's rally cars. The first is the 2008 Monte Carlo winner, the first ever WRC event it entered. It's an Ixo diecast and shows considerable improvement over





Spark reproduced the Pescarolo-Judd C60 that Loeb drove to second place overall in the 2006 Le Mans 24 hour race, which was unheard of for a rally driver.



3



4

the Xsara with much thinner roof aers and wipers, nice deep and contoured headlamps with extra spotlights. There are more details inside the cockpit and the double plane rear wing sits very well on the roof end.

Next to this red and white car we have the first Citroën WRC sponsored by Red Bull, the 2009 Rally Portugal winner. This is an Altaya release so there are a few simplifications to make it cheaper. Namely, there are no extra spotlights and there's only one roof aerial. Wheels do not have all the painted details as in the model sold by Ixo either. Of course, there are small differences in the cockpit, but those were also found in the real cars, like the roll-bar now painted silver.

We have another pair of models to illustrate the DS3 era of Loeb's career, they are very similar in appearance, but totally different in concept. One is a diecast by Ixo, the 2012 Monte Carlo winner with the French tricolour painted on the roof, and the other is a resincast by Spark, with some typical Mexican graphics on the white roof. This is a good opportunity to compare both model production methods and the jury as to which is the best. There are very few places where the Spark model is better than the Ixo's and, of course, one sits on lowered tarmac suspension and the other is a gravel high rider. Both look stunning, that's the conclusion.

Last but not least, two cars out of the bubble in Loeb's career. The first is the Pescarolo-Judd C60, in which he finished second overall at the 2006 Le

Mans 24 Hours. This is a typical Spark resincast with obsessive attention to detail, from small air ducts to winglets, very precise rear wing, body glued to the floor and perfect livery with clean colour separation. Plus, a detailed cockpit with all the warning lights, switches, harness, racing steering wheel and more – it's difficult to do any better at this scale.

To end part 1, we have a humble Altaya by Ixo in the shape of a small Citroën C2 1600. This was the car he took to third overall, in his local Rallye du Var. Something of a tradition for him, where he's co-driven by his wife Séverine. A nice little diecast, with a very colourful livery and all the major details in the right place, making for a model that looks like the real thing. That's probably the best that can be said about any scale reproduction and we hope to see more of this in part 2, so don't miss it. **DC**

3 The rear wing is very well reproduced by Spark, as usual.

4 A different kind of cockpit for Loeb to work in.

*In Argentina he took his 70th career win but in late September he announced his retirement from full-time rallying.*



▲ Loeb likes to tackle the Rallye Du Var with smaller machinery, like the Citroën C2.



▲ Loeb/Loeb: husband and wife shared the C2 cockpit.



▲ A very colourful release by Altaya, manufactured by Ixo.





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# 1st International Swapmeet Model

**David Wright** has uncovered how the very first international swapmeet in the UK was conceived, planned and launched.

In the olden days, back in the early 1970s, *Modellers World* was the "de rigeur" for model car collectors, and the Maidenhead Static Model Club had just been formed in January 1971 – with club meetings in members houses – yet swapmeets and toy fairs were unheard of.

The MSMC held the first swapmeet in August of that year, and it was such a success that three per year were planned for 1972. Volume 1 of *Modellers World* appeared in October of the same very eventful year, launched by Mike Richardson. Amongst the articles was a piece on the new phenomenon of repainted old toys, declared as forgeries and crookedly made!

Across Europe, by 1975, interest had grown, and in the UK the serious collecting of CIJ, French Dinky Toys, Mercury and many others was being written about in *Modellers World* magazine.

Those collecting specialists who had turned their hobby into a way of life, also took to white metal casting and trading internationally. Mike Richardson, Adrian Swain, Barry Lester, Trevor Wright and Brian Garfield Jones have all told their stories arising from regular trips across Europe to trade in diecast models. Many of these entrepreneurs were also launching ranges of white metal models of cars not covered by the diecast manufacturers.

▲ BKL Model Pantechnicon, displaying its engraved signwriting.



▲ Adrian Swain at home.



▲ Barry Lester, at home with his wife Genevieve, some years ago.

Adrian Swain, pattern maker and white metal caster, recalls travelling with Barry Lester, of Auto Replicas, and his wife to most of the new annual events in mainland Europe, organised by an informal group of white metal makers. He recalls that France was the first, in Poitiers in 1972. This event was organized in France by a group of collectors and kit makers, and having established a network of friends who got to know each other on the Sunday of the weekend event, it was a simple matter for these annual "exchanges" to be replicated elsewhere. On that first Sunday in France, they all drove out to a decrepit small chateau, and a good time was had by all!

Always held around September/October time, this first show was followed with Zurich in 1973, and Netherlands in 1974. On a trip to Geneva Adrian recalls a visit to Lausanne to meet the famous Count Giansanti Coluzzi, of Fulgurex and Pocher, as at that time he was Barry's Swiss distributor. After business finished, they were invited to see the Count's incredible model railway collection of Märklin, Bing, Carette and every other tinplate name imaginable. Adrian and Barry both also liked the Turin area of Italy, and one of Barry's contacts was an Italian radio impresario, who also produced a model car magazine called *Quattroroutini*. He organised a trip to the old

# THE PANTECHNICON THAT LAUNCHED THE 1975 B.I.E.

2



1



2



3

Fiat factory for Barry and Adrian, and a visit to the Turin Motor Show!

On their return from Europe, Adrian and Barry decided that what was good for Europe was good for England, and the idea of an international weekend swapmeet/show on the Saturday, dinner organised by Adrian and Barry in the evening, then a day out followed for the regular visitor group on the Sunday before everyone went home. On this occasion, an open-top bus, hired from Bournemouth Corporation, took 25 visitors to Beaulieu National Motor Museum, but alas the weather at that time was not in their favour, and only a few brave souls remained upstairs.

They followed much the same proven pattern as the European ones they had already visited, with swapmeet/show on the Saturday, dinner organised by Adrian and Barry in the evening, then a day out followed for the regular visitor group on the Sunday before everyone went home. On this occasion, an open-top bus, hired from Bournemouth Corporation, took 25 visitors to Beaulieu National Motor Museum, but alas the weather at that time was not in their favour, and only a few brave souls remained upstairs.

It appears that their idea of a promotional model for the show may have been the first in the UK, and Adrian believes in Europe (unless any readers know different!) and Adrian has confirmed that Barry made the master. The concept of being "on the move" resulted in a removals van being the subject, and as Barry Lester was very fond of Fiats, the grille and front end was intended to represent a Fiat van.

At the time, in 1975, Adrian was heavily involved in making patterns for 00 scale white metal model buses, and he thinks Barry may have used his 00 bus wheels to save making patterns for them. Adrian had already made a similar promotional vehicle for the Tootsietoy collectors in the USA, using an old model cut up into bits and fitted with etched anniversary details. These were nickel plated with gold sprayed wheels, or painted red or blue - he recalls that he made about 400 of these. However, for the Bournemouth weekend, the numbers of the Fiat Pantechicon were far fewer, probably around 50 only.

Adrian cast the white metal components, whilst Barry was in charge of painting and the assembly of the fully finished ones. Most were indeed, fully built, being painted in the yellow of Bournemouth buses, but there was a number that were also sold as kits for collectors to assemble.

The unusual etched panel used for the sign-writing was found to be cheaper than creating waterslide transfers, there was no additional labour to put them on

**1 The Fiat origins are reasonably clear at the front.**

**2 Rear doors are simply inscribed and the central joining seam is clearly visible.**

**3 The base gives the origins away, with Barry Lester's initials**



▲ John Wakley, original purchaser of the model in kit form, behind his stall at Sandown Park Toy Fair in 2010.

the van sides, and they could not rub off. This show in 1975 was the only one the duo held in England.

## THE BKL FIAT PANTECHNICON

If we now turn in detail to the model this is all about, it is an engaging little truck, built to 00 scale, with a one piece cast white metal body, and white metal baseplate, with Barry's initials, BKL cast into it.

The radiator grille is a separate casting, polished to represent chrome, and the wheels, indeed probably 00 scale model bus wheels, with doubles at the rear, are free rolling.

Hinges, door handles and locker box are all described on the body, and the overall paint finish is by hand.

The interesting part is the advertising panel on the sides. The engraving is very clearly worked and is finished by hand, reading: BOURNEMOUTH INTERNATIONAL EXCHANGE, Heathlands Hotel, Oct. 11-12 1975

The example photographed here was purchased by John Wakley, a long-time collector based in Surrey, when he visited the fair back in 1975. He bought a kit, as he had hand painted many repainted Dinky Toys in his early years, to a very high standard. While he has hand painted the main body grey with a black roof and side panel line, the advertising panel is pale blue.

In all, it's a neat, clearly presented and solid model that would be equally at home on a 00 gauge model railway layout as in a display cabinet. This must be the fore-runner of all those Code 3 models produced for Modelex, and Toy Fairs around the country during the 1980s and 1990s. **DC**

## ACKNOWLEDGEMENTS & BIBLIOGRAPHY

### References

*A History of White Metal Transport Modelling* by Ray Strutt and David Wright.

### Acknowledgements

Sadly, Barry Lester died in July 2010, so we were privileged to have obtained this history both from the *A History of White Metal Transport Modelling* book, and also from his longtime friend Adrian Swain with his encyclopaedic memory! Thanks to John Wakley for the use of his model for this article, and his memories of visiting the show.



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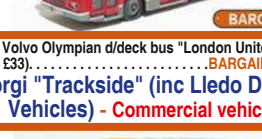
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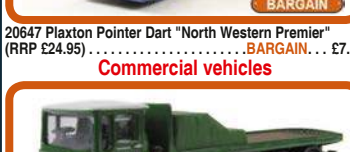
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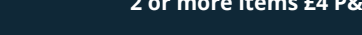


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76SDF001 Shelvoke & Drewry Freightlifter British Rail (Western). .... £11



76SDF003 Shelvoke & Drewry Freightlifter British Rail (Yellow). .... £11



76SHP007 Sherpa Van - Telephone Service. .... £5.50



76TSV001 Volkswagen T5 Van RAC NEW. .... £5

76VOL01ST Volvo FH3 3 Axle Nootboom Semi Low Loader - Eddie Stobart. .... £19.50



76VOL4005 Volvo FH4 (G) Flatbed Trailer P McKerral & Co Ltd. .... £21



76VOL4007 Volvo FH4 (G) Nootboom Semi Low Loader Cadzow. .... £21



76VOL4004 Volvo FH4 (G) Tipper Wains Transport. .... £19



76WHFRTRA White modern fridge trailer. .... £8.50

Farming and construction



76SET36 3 Piece Farm Trailers. .... £14



76CHV001 Combine Harvester - Red. .... £13.50

76FDE011 Ford 400E Fordson Tractors. .... £5

76TRAC001 Fordson tractor in blue. .... £4



76JCX001 JCB 3CX - 1980s. .... £17



763CX001 JCB 3CX Eco Backhoe Loader JCB. .... £19.50



763CX002 JCB 3CX Eco Backhoe Loader Union Jack. .... £20



76LDL001 JCB 531 70 Loadall JCB. .... £16



76JS001 JCB JS220 Tracked Excavator JCB. .... £20



76ML1001 JCB Major Loader Mk1 Excavator JCB. .... £20



76KOM001 Komatsu PC340 standard (fully poseable) boom. .... £17

Military ground vehicles



76BF001 40mm Bofors Anti-Aircraft Gun as used the British Army/Navy 1937- late 1980s in brown. .... £7



76AEC018 AEC Matador Wrecker British Army SCC2 Grp1944. .... £11

76MWD001 Bedford MWD British Army "Mickey Mouse". .... £5.50



76BD023 Bedford QLD 15th Scottish Infantry Div UK 1943. .... £11



76QLD007 Bedford QLD RAF 2nd Tactical A F-84 Grp1944. .... £12.50

76CHT003 Churchill Tank 142 RAC Tunisia 1943. .... £11





76CHT004 Churchill Tank 6th Guards Brigade 1943...£11



76DT005 Diamond T Tank Transporter 21st Army Tank Brigade 1942...£21



76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy 1943...£21.50



76WOT001 Ford WOT1 Crash Tender Mickey Mouse (Scampton)...£12.50



76DEF003 Land Rover Defender Military...£4.50



76LRFCA002 Land Rover FC Ambulance Nato Green...£8.50



76LRFCS001 Land Rover FC Signals Nato Green Camouflage...£8.50



76LR3S004 Land Rover Series III SWB Canvas - Royal Navy...£5



76SET25 Military 3 piece set - Italy 1943. Matador, Tilly & MWD...£17



76SP004 Pioneer Artillery Tractor "Royal Artillery 1st Army"  
76SP005 Pioneer Recovery Tractor "RAF Blue Scammell"...£11



76SM001 Sherman Mk3 Tank - 10th Armoured division, 1942...£11



76SM002 Sherman Mk3 Tank - Royal Scots Greys, Italy 1943...£11



76TAC006 TACR2 RAF St. Mawgan (Red)...£10



76TR4004 Triumph TR4 103MU - RAF Akrotiri Cyprus...£5



76WMB003 Willis MB US Army...£5

**Motorcycles & Scooters**

76BSA001 BSA M20/WM20 Motorcycle & sidecar 'AA', early front forks (circa 1937-47)...£4



**Pocketbond 'Classix' - Commercial vehicles**



EM76843 Austin FX3 London Taxi in black...£4  
EM76693 Austin K8 'Pink Paraffin' (RRP £4.50)...£3

**1:72 Scale**



**Corgi Collectables - Aircraft - military**



AA34018 Consolidated B24H Liberator 'Male Call' 453rd Bombardment Group 8th AF 1944 - Jimmy Stewart...£109



AA36111 Consolidated Catalina IVA JV928 'Y' F.Officer Alexander Cruickshank VC 210 Squadron July 1944 - 100 Years of the RAF...£103



AA27603 Corgi 60th - Hawker Hurricane Mk1, V7357/SD-F, J.H. 'Ginger' Lacey. RAF No.501 Sqn, Gravesend 1940 £22



AA39211 Corgi 60th - Supermarine Spitfire Mk1, R6800/LZ-N, Rupert 'Lucky' Leigh, No.66 Sqn, Gravesend 1940...£22



AA38808 Do17Z-10 R4+LK I/NJG 2 Gilze - Rijen October 1940...£69



AA38208 Douglas Dakota C-47, 'Kwicherbichen', BBMF £102



AA34317 Fw190 A-8R2 11.(Sturm)JG 3 Willi Maximowicz 1944...£42



AA27607 Hawker Hurricane Mk.I, V6799 McKenzie, 501 Sqn, Gravesend 1940 - 100 Years of the RAF...£42



AA27602 Hawker Hurricane Mk.I, P3120, 303 Polish Squadron, Flying Officer Z K Henneberg, Northolt, September 1940 (RRP £39.99)...£32



AA28004 Messerschmitt Bf109E-4 'Yellow 1' 9./JG 26, Caffiers, France, August 1940...£43



AA27502 Short Sunderland Mk.III, ML788/2-S, No.422 Squadron RCAF, Pembroke Dock...£108



AA39213 Supermarine Spitfire Mk.IIa P7823 / TM-F 'Down Belfast Telegraph Spitfire Fund' - 100 Years of the RAF...£42



AA37610 Westland Wessex HC.2 XV721, 72 Squadron RAF...£52



**Oxford Diecast - Aircraft - military**

72AA005 Avro Anson AW665/PP.B 71 Sqn. RAAF...£27.50



72SET01A Battle of Britain 75th Anniversary...£29  
72HOR003 De Havilland F3 Hornet WB909 RAF Kai Tak...£27



72DV005 DH104 Devon WB534 RAF Transport Command...£30



72COM002 DH88 Comet G-ACSS Grosvenor House...£27



AC083 Henschel 123A Unit 3/SFG 50 Lt. Hamann £13.50



AC004 Junkers Ju-87B Stuka Stab II/StG 77 Caen, France 1940...£12  
AC089 Lavochkin LA7 Sergei Federovich Dolgushin - 156 Fighter Reg 1945...£12.50  
72SW002 Supermarine Seagull/Walrus RAF 276...£29

**1:50 Scale**



**Cararama - Commercial vehicles**



CR026 Scania cab - plain white (no or operator)...£10



CR027 Scania trailer in white...£11



**Corgi Collectables - Commercial vehicles**



CC14122 DAF 105, Fridge Trailer, FreshLinc, RAF Holbeach Livery...£73



CC15812 Mercedes-Benz Actros (MP4), Curtainside Trailer, McGawn Transport...£73



CC13799 Scania R Highline, Walking Floor Trailer, Malcolm Logistics, Colin Prior Collection of 8 cabs and trailers - LTD EDITION (RRP £699.99)...£495



CC16004 Volvo FH, Eddie Stobart - cab only, new tool £45



CC16005 Volvo FH, Step-Frame Trailer, Anderson new tool...£68

**1:48 Scale**



**Corgi Collectables - Aircraft - military**



AA28402 English Electric Lightning F.6 XS927/N - RAF No.74 Squadron 'The Tigers', RAF Tengah, Singapore, 1969...£109



Prices valid until 30/04/19

All prices correct  
when going to press.  
Errors excepted.



AA28401 English Electric Lightning F6 XR728/JS, RAF Binbrook, as preserved (RRP £131.99) **BARGAIN** ..... £95



AA38906 Fokker D.VII (OAW) 4649/18 'Seven Swabians' Alfred Bader Jasta 65 September 1918 ..... £47



AA37708 SE5a F-904 Major C E M Pikhorn (MC) RAF No.84 Squadron France November 1918 - 100 Years of RAF (RRP £59.99) **BARGAIN** ..... £44



AA38109 Sopwith F.1 Camel, No.3 Squadron RNAS, Lloyd S Bredner, Bray Dunes Aerodrome 1918 ..... £47

**O Gauge (1:43 Scale)**

**CORGI**  
Corgi Collectables - Cars



VA06519 Corgi 60th - Rover P6 3500 VIP, Brasilia .... £13



VA09524 Ford Escort Mk1 Twincam - Blue Mink. .... £24



VA12611 Ford Escort Mk2 1.6 Harrier, Strato Silver (RRP £27.99) **BARGAIN** ..... £21



VA12511 Ford Fiesta Mk1 1.1 'Sandpiper', Roman Bronze & Solar Gold (RRP £27.99) **BARGAIN** ..... £22



VA05212 Ford Granada Mk1 3.0 Ghia, Jade Green ... £24



VA12204 Ford Sierra XR4i Press Car (RRP £27.99) **BARGAIN** ..... £21



VA06310 Morris Marina 1.8 TC, 'Jubilee', Citron ..... £22



VA05809 Morris Minor City of Edinburgh Police ..... £26  
VA13201 Vauxhall Astra Mk2 Merit, Central Scotland Police - NEW TOOL £19



VA11117 Land Rover Series 1 80" - Military Police ..... £24

**OXFORD**  
Oxford Diecast - Cars



43ACE001 AC Aceca Black ..... £21



43AHT001 Austin Heavy Twelve in airways blue ..... £16



43AHT002 Austin Heavy Twelve in maroon ..... £17



43RUB002 Austin Ruby Saloon dark blue ..... £16



43RUB003 Austin Ruby Saloon Dark Green ..... £15



43RUB001 Austin Ruby Saloon Maroon ..... £15



43ASS004 Austin Seven RN Saloon Westminster ..... £13



43HPL003 Humber Pullman Limousine in black 'King George VI' B71 ..... £18  
43JAG9004 Jaguar MkIX Black/Imperial Maroon ..... £19



43JAG5003 Jaguar MKV Closed Dark Blue/Tan ..... £21



43JAG5001 Jaguar MKV DHC Open Opalescent Silver £21



43JAGXK150006 Jaguar XK150 Coupe Bluebird Blue - D Campbell ..... £18



43JAGXK150007 Jaguar XK150 Fixed Head Coupe Mist Grey ..... £18.60



43J1009 Jensen Interceptor Mk1 Crystal Blue ..... £20



43JUP001 Jowett Jupiter SA Green ..... £21



43LAN188024 Land Rover Series I 88" Canvas Bronze Green (Plimsoll) ..... £14.50



43RRC003 Rolls Royce Corniche Convertible MPW (Open) Georgian Silver ..... £21



43RRP3001 Rolls Royce Phantom III SdV HJ Mulliner Black ..... £21



43RRP5002 Rolls Royce Phantom V James Young Burgundy/Silversand ..... £21



43RRP5003 Rolls Royce Phantom V James Young Windsor Blue **NEW** ..... £21



43VFE005 Vauxhall Cresta Friary Estate in dusty pink £18



CC05401 The Beatles - Yellow Submarine ..... £21.50



SP140 Showmans Living Caravan ..... £12.50

**Commercial vehicles**



43AK016 Austin 3 Way British Rail ..... £11



43AK011 Austin K8 van 'Ringtons Tea' ..... £10.50



43AT004 Austin Low Loader Taxi in burgundy ..... £16



43ASV008CC Austin Seven Van Coca Cola ..... £14.50

**1:18 Scale**  
**OXFORD**  
Oxford Diecast - Cars



18HE002 Heinkel Kabine Spartan Red ..... £24.50



18HE003 Heinkel Kabine Yellow ..... £24.50



18MBC006 Messerschmitt KR200 Convertible Royal Blue £24.50

**Any or Multiple Scales**  
**Corgi Collectables - Non-railway publications**

CO200830 Corgi Catalogue - 2019 **NEW** ..... £3

**Oxford Diecast - Non-railway publications**

OxCat1902-1905 Oxford Diecast 48-page A6 catalogue - February 2019 to May 2019. Includes OO, N & O gauge items **NEW** ..... £0.20

**Other Scale**  
**Corgi Collectables - Boats and Ships - civil**



CC05401 The Beatles - Yellow Submarine ..... £21.50

**Oxford Diecast - Farming and construction**



SP140 Showmans Living Caravan ..... £12.50



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# Matchbox Big Mover

Never lost for things to talk about, **Rick Wilson** delves into his model stash to share his favourites.



Matchbox Super Kings and Superfast working perfectly together.

**T**he Matchbox gift sets were real favourites of mine from my early Matchbox years and I've recently put together this collection that represents the offerings of the rebranded G-2 "Big Mover" set back in 1974.

The G-2 Transporter Set had been around for a good few years and even went as far back as the regular wheels Major Pack pre-Superfast days. The models carried, and even the transporter itself, changed many times during the years that the set was on sale as the 1-75 range evolved, as well as the change from Major Pack to Super Kings for the larger releases.

The set was relaunched as the G-2 "Big Mover" Transporter Set for 1973, although the models carried in the catalogue image for that year included three dragsters and two concept cars – hardly your average load to be seen on the motorway. So for the 1974 catalogue, Matchbox had ditched the fanciful cargo and replaced it with an only slightly more realistic collection of two exotics, two American muscle cars and one concept car.

At the heart of the set is the Super Kings K-11 DAF Car Transporter – a regular wheels Major that had acquired Superfast-style wheels in the 1972 catalogue. Strangely, the 1972 model also saw the model reverting to the earlier DAF side graphic



▲ The ramp has been deployed and the "Big Mover" cargo unloaded.



▲ This attractive box would have been how my set arrived in 1974.

but from 1973 it changed back to the 1971 orange and white hazard graphic that you see here. For the 1974 payload, Matchbox chose five very popular cars from its current Superfast 1-75 range: No 9 AMX Javelin, No 32 Maserati Bora, No 41 Siva Spyder, No 44 Boss Mustang and No 51 Citroën SM. All components from this set were completely standard and there were no special versions of any of the models, making this an easy set to replicate, as I have done here. All I need to do now is find an original box! **DC**

# Superfast *at 50*

In 1969, Matchbox responded to the competition from Hot Wheels with its own range that featured low-friction 'mag' wheels. **Rick Wilson** was captivated from day one and, in this 10-part series, celebrates the Lesney years up to 1982.



**W**ith such an extensive catalogue of 75 models and a need to refresh this range on a fairly regular basis, it was perfectly sensible from a commercial point of view that models evolved and parts got re-used or modified to keep the series appealing. Following are specific examples pertaining to the photos here but these tricks were widespread throughout the range.

Component re-use was a good way of keeping costs down, probably none more prolific than the chrome effect big V8 engine block, although this came in two sizes. We have a good selection here of examples of this on seven models: No 2 Hot

▲ No 6 Pick-up, No 50 Kennel Truck and No 57 Rola-matics Wild Life Truck are a good example of how basic lines got re-used.

▼ No 58 Girder Truck underwent a casting change in the transition to Superfast.

Rod, No 8 Wild Cat Dragster, No 13 Baja Buggy, No 36 Draguar, No 61 Blue Shark, No 62 Rat Rod Dragster and No 64 Slingshot.

Casting variations accounted for a quick fix a lot of the time but several models sadly lost opening features during the change to Superfast wheels, the gorgeous No 22 Pontiac Grand Prix illustrates this well. Not so obvious from the photo is that the Superfast wheels increased the ground clearance so it also lost its 'low rider' look, but it did gain that rather fabulous metallic purple paint job after a short run of red transitional models.

Also during the transition from regular wheels, No 58 Girder Truck lost its cast in load steady bars and these were replaced by a one piece plastic "H" affair – No 10 Pipe Truck underwent exactly the same change too. Incidentally, the girder truck kept its regular wheels white paint job for the early Superfast issues before the change to the wonderful, if unrealistic, metallic olive green.

When No 5 Lotus Europa got its fat-tyred upgrade, rather than modify the baseplate, Lesney opted to modify the body casting to







▲ No 1 Mod Rod with standard and red wheels, plus two different 'big cat' stickers.



▲ No 22 Pontiac Grand Prix lost its opening doors but gained ride height and a fabulous paint job.

▲ The chrome effect big V8 engine block was widely re-used – back row from left to right: No 13 Baja Buggy, No 64 Slingshot (with two of them!), No 62 Rat Rod Dragster and No 8 Wild Cat Dragster, front row with a slightly bigger version: No 61 Blue Shark, No 36 Draguar and No 2 Hot Rod.



▲ No 61 Blue Shark changed dramatically to become No 69 Turbo Fury.



▲ No 5 Lotus Europa with later wide wheels and early skinnies.

accommodate the new wheels – this is much more noticeable on the rear wheels than at the front.

Changes to No 1 Mod Rod were very limited and a short run with some rather natty red wheels is probably the most obvious of these. Take a look at those bonnet stickers though – two different types of big cat designs. A few even left the factory with stickers from the Scorpions range, but that's a whole other chapter!

A good example of re-use and evolution of a casting can be seen when comparing No 6 Pick-up, No 50 Kennel Truck and No 57 Rola-matics Wild Life Truck. The casting was modified from Pick-up for Kennel Truck, with the rear deck puffed out a bit, but this was insufficient when the latter was upgraded to the wider wheels so the baseplate was modified to accommodate most of the extra width. This arrangement then carried over for Wild Life Truck. Another great example of the evolution of a casting was the changes made between No 30 Beach Buggy, No 13 Baja Buggy and No 47 Beach Hopper (highlighted in my "Life's a Beach" article on pages 29 to 31 of the December 2018 issue).

A rather dramatic transformation was made to the already outrageously fabulous No 61 Blue Shark when its rear end got chopped off and replaced with the incredible twin turbo fan arrangement shown in the photo on No 69 Turbo Fury, and being a Rola-matic these of course actually span round as the car was pushed along. They really don't make 'em like they used to!

Another casting re-use can be found by comparing No 44 Boss Mustang with No 34 Vantastic. The front is obviously shared and then Vantastic received an engine upgrade for its second incarnation.

A slightly more extreme sort of production variation came in the form of fitting bigger Superfast wheels to the larger-scaled Majors. These became known as Super Kings for the commercial type vehicles and Speed Kings in the case of cars. Next time, I take a good look at this and focus on some of the Superfasts that got bigger and how both sizes of Matchbox's marvellous models could work together. **DC**



▲ No 44 Boss Mustang with No 34 Vantastic (in two guises here) share more than a passing resemblance.

# New Superfast From Matchbox

Matchbox has released the initial batch of its promised twelve 50th anniversary Superfast releases and Rick Wilson has tracked down the first four.



**T**his year sees the 50th anniversary of the introduction of the Matchbox Superfast range and Mattel, owners of the Matchbox brand, has confirmed that it will release a series of 12 special models in commemorative packaging to celebrate the event, the majority with opening features. The first four of the planned new range have already hit the shops in the US with two more due imminently and a further six due at the end of the summer.

The initial batch features a 1959 VW 23-window Microbus, 2018 Range Rover, 2004 Honda S2000 and 1962 Mercedes-Benz 220SE. The remaining early releases will be a 2016 BMW i8 and 2016 Chevrolet Corvette C7 Stingray. Due later this year are a 1976 Dodge Challenger, 1932 Ford Pick-Up, 2017 Chevy Camaro, 1966 VW Type 3, 1983 Porsche 911 Turbo and last, but definitely not least

▲ So here are the first four, cut from their packaging and looking good.



▲ The packaging is excellent and it was really difficult for me to cut these open to share here!

(and the biggest nod to the early releases) is a new version of Blue Shark.

Whilst none of the models have wheels that can be considered anywhere near the original Superfast design, the bright and fun commemorative packaging is very evocative of those early boxes and these will make a nice set for Superfast collectors. Unfortunately, these are only to be marketed and sold by Mattel in the US but there are already some sets finding their way to these shores. *Diecast Collector* has pulled a few strings and the first four have already landed on the editor's desk.

All of the models so far received somewhat bizarrely feature a graphic that commemorates the 2018 Matchbox 65th anniversary rather than the Superfast 50th that is supposed to be the main focus here. Of the four so far received, three feature the new two-piece "real rider" wheels rather





than the original Superfast, and this trend is set to continue with the rest of the 2019 commemorative releases.

### NO 01 – '62 MERCEDES-BENZ 220SE

This has a real link to the past and bears more than a passing resemblance to the original Superfast No 46 Mercedes, although that was a 300SE and only the regular wheels version had opening doors. The choice of wheels is 'interesting', with grey tyres.

### NO 03 – '63 VOLKSWAGEN 23 MICROBUS

The VW Microbus is always a popular model but the heavily over-engineered opening doors are a bit of a conundrum. This VW has historically been a popular Matchbox subject and this is a gorgeous model. Apart from those doors!

### NO 04 – '18 RANGE ROVER LWB

An entirely new casting of a currently successful vehicle with a nicely replicated opening tailgate. The original Superfast range featured many Land and Range Rover products so this is a natural addition to the contemporary range.



**1** The S-2000's bonnet opens to reveal a superbly detailed VTEC engine at this scale.

**2** A pair of rather over-engineered doors are a tad too unrealistic, but are a nice feature nonetheless.

**3** The opening tailgate on the Range Rover makes for an interesting alternative.

**4** The newly-engineered 220SE has opening doors, affording a good view of the interior.

### NO 05 – '04 HONDA S-2000

Honda's stylish roadster is another interesting modern choice but is really well executed with the opening bonnet revealing an excellent replication of the VTEC engine. The new style wheels work best on this one.

### SUMMARY

Overall, it's always great to see new Matchbox models but I have to say that a huge trick was missed with the use of the "real riders" wheels – why couldn't we have original style Superfast? And as for the application of the Matchbox 65th anniversary graphics, this event happened in 2018, so why blight the 2019 Superfast commemoratives with an already out of date message? Checking out the various Matchbox forums, this seems to be a common feeling and the use of an acetone-based compound to remove these is a popular move.

The models themselves are actually pretty good with their various opening features, harking back to the good old days, although the VW doors are a little poorly executed. The finish is rather pleasing and, despite the opportunities missed and the inappropriate badging, this range should definitely be on the radar for all Matchbox enthusiasts, even if only for the boxes. The next two releases, the Corvette Stingray and the BMW i8, should be in US shops very shortly, with the remainder to follow later this year. I'll definitely be looking out for these to share with you too. **DC**

▼ No 05 – '04 Honda S-2000 with a close up of the excellent box artwork.



# Tornado Farewell

After almost four decades of operational service the Panavia Tornado GR.4 was retired from the RAF in March 2019.

**Jarrold Cotter**, who served on the Tornado force, looks back at the type's service and at Corgi's 1/72 scale models.

**T**he Panavia Tornado GR.4 is a variable geometry, two-seat, day or night, all weather strike aircraft which has been the backbone of RAF offensive operations for several decades. All this has now come to a close with its recent return from operations and a series of flypasts over key relevant locations in the UK during mid-February, and the news that it would be retired by the end of March.

The Tornado was developed and built by Panavia Aircraft GmbH, a tri-national consortium consisting of British Aerospace (previously British Aircraft Corporation), MBB of West Germany and Aeritalia of Italy. The prototype of this variable geometry ('swing wing') aircraft first flew on 14 August 1974 and the type was introduced into RAF service from 1979. A tri-nation training and evaluation unit operating from RAF Cottesmore, the Tri-National Tornado Training Establishment, maintained a level of international co-operation beyond the production stage.

The first operational Tornado GR.1s were delivered to No. IX(B) Squadron at Honington



▲ The underside of the model reveals all the separately fitted items which come with the model, including a bomb load, pods and fuel tanks.

from January 1982. The Tornado, now upgraded to GR.4 configuration, is capable of delivering a wide range of weapons and can fly automatically at low-level using terrain following radar and by using its forward-looking infrared systems and pilot's night-vision goggles is a very capable platform for night-time operations.

It has been in service with the RAF for nearly 40 years now, although a combination of major upgrade programmes and numerous continual enhancements has kept the aircraft amongst the forefront of all attack aircraft.

The Tornado has been on almost continuous operations since deploying on Operation Granby in 1990 returning to home bases on 2 March 1991. Then deployed on Operation Jural, the southern



AA33602 models a GR.1 that participated in the first Gulf War.



Iraq no-fly Zone, in August 1992 and maintained a presence in the Middle East until withdrawn from Iraq on 31 May 2009. There was then a short break before being redeployed to Kandahar in Afghanistan as part of Operation Herrick on 6 July 2009 until their end of mission and return to the UK in November 2014.

The Tornado has also been used in Kosovo in 1999 and in March 2011 it flew against targets inside Libya on Operation Ellamy. Flying 3,000 miles from its base at RAF Marham in Norfolk these missions were described as "the longest-range bombing mission conducted by the RAF since the Falklands conflict". The Tornado's deployment on Operation Shader began with the first aircraft arriving in RAF Akrotiri in Cyprus on

▲ A head-on view of the Corgi Tornado with the wheels fitted and the wings unfolded.



▲ This impressive head-on of a real Tornado captures the type to great effect. Credit: RAF/Crown Copyright.

12 August 2014, and the first operational sortie was flown over Iraq the following day. After over four years on Operation Shader, on 5 February this year the aircraft finally returned home from operations for good. Tornado has flown 185,603 hours on operations from 1990 until its final mission on 31 January 2018.

## CORGI'S TORNADO

The Corgi Aviation Archive model of the Tornado is to 1/72 scale. This gives it a length of approximately 9 1/4 inches, a wingspan of approximately 7 inches (when fully opened) and a height of approximately 3 inches. The first thing to mention is that the model has a working swing wing mechanism so that the collector can pose it as they wish. The model comes with an array of separately fitted parts, including underwing fuel tanks and weaponry, which can be rotated to suit the angle the wings are set at. The model also features a detailed cockpit with crew figures. The canopy is removable and can be positioned either open or closed.

Part are also supplied to represent the model

# RAF PANAVIA TORNADO RETIREMENT

▼ Corgi's latest release - GR.4 ZA459/F 'MacRoberts Reply' of No 15 Squadron RAF, in a 90th anniversary paint scheme from Operation Ellamy in 2011.

► To mark the end of the Tornado's RAF service three jets were painted in special colours. All three of these aircraft would make for great Corgi models in the future. Photo: RAF/Crown Copyright



with wheels down or retracted, giving the collector the full choice of how the aircraft is displayed – either as on the ground with canopy open and wings open or as speeding through the air with wings fully swept back and placed on the supplied stand. Also, the tailplanes can be rotated up and down to represent the aircraft being put into a climb or descent.

Paintwork on the Tornado is up to Corgi's usual high standard. This is especially so with the Gulf War examples where the relatively small nose-art is very impressive. Other fine detailing includes squadron badges, no step stencils, ejection seat warning symbols and yellow rescue arrow markers.

Over the years numerous models of the Tornado have been released, both GR.1s and GR.4s (and even a few F.3s – see separate panel). These have come with an array of weapons to fit so there has been plenty for the modeller to choose from.

We've chosen to focus on a select few in the images provided here. One aircraft that participated in the first Gulf War was Tornado GR.1 ZA465, which is one of Corgi's models of the type (No AA33602). ZA465 was on the strength of No 16 Squadron at Laarbruch in Germany and wore the code letters 'FK'. This Tornado was detached to Tabuk in Saudi Arabia on 4 January 1991. The model's paintwork faithfully represents that which adorned the real aircraft. In relation to its 'FK' tail code the aircraft was given the name Foxy Killer and also wore a stylised lo-viz shark's mouth and eyes, bomb symbols marking each operation flown and the names of the ground crew. As was common for Gulf War nose-art, it also gained a female figure on its forward fuselage.

Corgi Tornado No AA33618 represents GR.4 ZA459/F 'MacRoberts Reply', of No.15 Squadron RAF, in a 90th anniversary paint scheme as at the time of Operation Ellamy in 2011. This is the most recent release by Corgi and is still available at [www.corgi.co.uk](http://www.corgi.co.uk). During Operation Ellamy, Tornados operating from RAF Marham and a forward operating base at Gioia del Colle in Southern Italy were involved in combat missions over Libya, imposing a no-fly zone during the Libyan civil war



▲ Viewed from the rear the Tornado's large tail fin is prominent on this model. Note also the rotated tailplanes.



▲ This Corgi 14 Squadron Tornado (AA33616) with wings fully swept captures the model wearing the later all-over grey paint scheme.

▲ A front three-quarter view of a Corgi Tornado wearing the markings of 617 Squadron.

and protecting the civilian population from possible attack. Equipped with Sky Shadow ECM pods to help the aircraft evade enemy interception over the combat zone and the devastatingly effective Storm Shadow air launched cruise missile, RAF Tornados destroyed numerous armoured vehicles and artillery weapons, ensuring the success of the operation.

AA33611 depicts Tornado GR.1 ZA447/EA as it was on the strength of No 15 Squadron during Operation Granby. This aircraft carried the name "MiG Eater", as it was thought to have destroyed an Iraqi Air Force MiG-29 fighter whilst completing an airfield denial sortie over Iraq (it was later discovered that it was actually a Mirage F.1). ZA447 also has the lo-viz shark's mouth artwork and a happy looking shark eating an aircraft. This aircraft was one of the busiest Tornados in the

▼ The most recent of Corgi's four F.3 variant releases – ZG797 of 29 Squadron (AA39807).

## THE ADV F.3 VARIANT

The Tornado ADV (Air Defence Variant) was developed as an interceptor for the RAF (designated Tornado F.2 or F.3) and it was also operated by Saudi Arabian and Italian forces. The ADV was not intended as a dogfighter, but rather as a long-endurance interceptor to counter the threat from Cold War bombers. Although the ADV had 80% parts commonality with the Tornado IDS (Interdictor/Strike) GR.1s and GR.4s, the ADV had greater acceleration, improved engines and a longer fuselage with greater fuel capacity. It had only one cannon in order to accommodate a retractable inflight refuelling probe.

Corgi has so far modelled four versions of the F.3 (see table) and they all make a pleasing comparison when displayed alongside any IDS releases.





► A head-on shot of a Corgi Tornado.

▼ AA33611 Tornado GR.1 ZA447/EA "MiG Eater".

▲ This model represents a Tornado GR.1 of 20 Squadron RAF and wears the early wrap-round grey/green temperate camouflage that the Tornado wore before the introduction of the all-grey paint scheme.

#### 1/72 SCALE CORGI AVIATION ARCHIVE PANAVIA TORNADO RELEASES

No	Type	Details
AA33601	GR.1	RAF 45 Sqn, TWCU, RAF Honington, 1990
AA33602	GR.1	ZA465, Gulf War (Duxford)
AA33603	GR.1P	Royal Aircraft Establishment, Bedford, 1989
AA33604	GR.1	RAF 27 Sqn, RAF 75th Anniversary, RAF Marham, 1990
AA33605	IDS	Luftwaffe JBG 32, Lechfeld, Germany, NATO Tiger Meet 2001
AA33606	GR.4A	RAF 13 Sqn, RAF Marham, "Operation Iraqi Freedom", 2003
AA33607	GR.4	ZA462, RAF 617 Sqn, RAF Lossiemouth, Scotland, Sqn 50th Anniversary 2003
AA33608	IDS	MFG-1, Federal German Navy, Schleswig, 1987
AA33609	GR.4	RAF 12 Sqn, Special 90th Anniversary Scheme
AA33610	GR.1	RAF 20 Sqn, Laarbruch, Germany, 1984
AA33611	GR.4	ZA447, RAF 31 Sqn, RAF Marham, England, 2006
AA33612	IDS	Royal Saudi Air Force No 7 Sqn, Saudi Arabia, 1995
AA33612TSP	IDS	Royal Saudi Air Force, Tornado Sustainment Program
AA33613	GR.1	ZA371, RAF 2 (AC) Sqn, Norway, 1995
AA33614	GR.4	ZA412, RAF 617 Sqn, 'Dambusters 70th Anniversary'
AA33615	GR.4	ZA492, RAF 617 Sqn, 'Dambusters 70th Anniversary'
AA33616	GR.4	RAF 14 Sqn, 'Operation Ellamy', Libya, 2011
AA33617	GR.4	ZA461, RAF 15 Sqn, Special Centenary Scheme
AA33618	GR.4	ZA459/F 'MacRoberts Reply', 90th Anniversary Scheme - 100 Years of the RAF
AA39801	F.3	ZE763 HD, RAF 111 Sqn, RAF Leuchars, Scotland, 2010
AA39802	F.3	ZG757, RAF 43(F) Sqn, 90th Anniversary Scheme, RAF Leuchars, Scotland, 2006
AA39803	F.3	ZE760, RAF 5 Sqn, RAF Coningsby, Lincolnshire, 1991
AA39806	GR.1	ZA447/EA, RAF 15 Sqn, Operation Granby, 1991
AA39807	F.3	ZG797/D, RAF 29 Sqn, 1435 Flight, Mount Pleasant, Falkland Islands

Gulf War, completing 40 combat operations, and therefore had an impressive bomb tally which is reproduced on the model – including a MiG 29.

During its early life in RAF service, the Tornado wore a wrap-round grey/green temperate camouflage before the introduction of the all-grey paint scheme it would carry until the end of its service life. AA33610 models one such aircraft, a GR.1, of the RAF's No 20 Squadron.

## TORNADO'S FINAL BOW

There were three days of a three-ship formation flying over RAF bases significant to the Tornado's 40 years of service timeline from 19 to 21 February and then nine of the remaining 15 aircraft in service were involved in a flight from RAF Marham to RAF Cranwell and back on 28 February, finishing with a display over RAF Marham where they were joined by two other Tornados before landing and into retirement. These sorties were dubbed "Tornado FINale" – to mark the end of the Tornado's RAF service three jets were painted in special colours. One gained a coat of wrap-round grey/green camouflage as the type entered service with, and with the badges of all the RAF's Tornado GR units down its spine. It also had "Tornado 1982-2019" painted on its tail. The other two were painted with the badges of the last two Tornado units, Nos IX(B) and 31 Squadrons, and a silhouette of the aircraft on their tail fins. It was a fabulous sight to see.

While it is sad that the Tornado has been retired, it is good that its memory can be evoked on our desks with the various Corgi models recalling this former backbone of RAF offensive operations. **DC**

▼ The range of Tornados from Corgi has represented many commemorative paint schemes, including this one (AA33617) of the 15 Squadron 100th anniversary scheme from 2015.



# Holy Smokes, Batman

Having once seen a real Tumbler Batmobile in action, **David Busfield** was inspired to seek out models at various scales.

**T**here have been many exotic, wonderful and sometimes downright weird Batmobiles which have featured in the long running Batman series of film releases. Here we take a look at the 'Tumbler' Batmobile from the Dark Knight movie trilogy and a stunning appearance of one of these amazing vehicles in the UK in July 2005.

As a passionate motorsports photographer for many years I was absolutely delighted in 1999 to hear that a brand new motor racing track was going to be built less than 2 miles from where I lived – the Rockingham Motor Speedway.

Over the weekend of the 2nd and 3rd of July 2005 there was a surprising and very welcome guest appearance – the fabulous Dark Knight Tumbler Batmobile.

The Batmobile did a good number of exhibition laps of the Rockingham Oval track, periodically spitting a large flame from the exhaust, pleasing the crowd immensely. Between these runs it was parked at the rear of the pit complex and race fans could get really close to give it a good inspection.

▲ Three different scales of Tumbler by Jada Toys, Eaglemoss and Hot Wheels.

**Inset** The Dark Knight Trilogy Tumbler Batmobile making its way down the pitlane at Rockingham Motor Speedway.



▲ The fire breathing Batmobile approaching turn 1 of the Rockingham Oval.



### THE DARK KNIGHT TRILOGY

May 2019 marks the 80th anniversary of Batman and, as well as the comics and the TV series of the 1960s that featured the Batmobile based on a Lincoln Futura concept car, there have been numerous movies made. This article concentrates on the vehicle which featured in three more recent cinema releases.

The Dark Knight trilogy comprised three films: *Batman Begins* (2005), *The Dark Knight* (2008) and *The Dark Knight Rises* (2012). All three of these films starred Christian Bale in the title role and have been credited with rejuvenating the franchise.

### THE TUMBLER BATMOBILE

The producers of the Dark Knight trilogy wanted to avoid computer generated imagery as much as possible, which is why we now have this amazing vehicle. The Tumbler Batmobile was mostly designed and built in Britain, it is totally bespoke and not based on any other vehicle, it utilises racing





tyres at the front and super swamp tyres at the rear. The power is derived from a 5.7 litre Chevrolet engine developing 400bhp and the vehicle has a tubular space frame chassis with carbon fibre body panels. It has impressive performance with a 0-60 of 5.6 seconds and a top speed of over 100 mph, having been in the immediate vicinity when it went round the track at Rockingham I can vouch for the superb noise it made.

Five cars were made in total and four still survive, the original was destroyed during the production of *The Dark Knight*. Interestingly none of the three films refer to this vehicle as a 'Batmobile'.

There have been numerous models in many scales since 2005, here we will discuss three of the smaller models sized at 1/32 down to 1/50.

### JADA TOYS 1/32

This model is from Jada inc. who are based in the City of Industry, a suburb of Los Angeles, California. The model is part of its Metals Diecast Range, is still current and has catalogue number 98232. The Tumbler is one of seven different Batman models in this range.

The size proportions are very close to the original and the body shape is very accurate. The colouring and the finish having a semi-matt sheen that is very close to the original vehicle, a version painted in camouflage colours is also available from Jada. The tyres are particularly good in terms of size and the accuracy of the tread patterns. The wheels rotate freely and this looks very good on display. The overall size of the model is actually closer to 1/37 than 1/32.

### EAGLEMOSS COLLECTIONS 1/43

Eaglemoss Collections is a partwork publisher with over 40 years of experience. It makes the Batmobile in two colour schemes; the black one shown here and a camouflage paint scheme. Both of these colourways were used at some time in the

***The Tumbler Batmobile was mostly designed and built in Britain, it is totally bespoke and not based on any other vehicle, it utilises racing tyres at the front and super swamp tyres at the rear.***



▲ The Jada Toys Batmobile.



▲ The Eaglemoss Collections Batmobile.

▼ The Hotwheels Collectors series Batmobile.

three films. Both are part of its very comprehensive Batman Automobilia range of products.

The model is supplied in a clear plastic display case and is attached to the plinth by two fixing screws. The case also includes a 3D background image of Gotham City with the vehicle depicted as being on a rooftop.

The size proportions of this model are not quite right; it is too wide which makes the model look rather square, although the colour and finish have a semi-matt sheen that is very close to the original vehicle. The tyres are reasonably good in terms of size and the accuracy of the tread patterns, but this is a display model and the wheels do not rotate. Apart from the wrong proportions this is a good replica.

### HOT WHEELS COLLECTORS 1/50

Hot Wheels is part of the huge Mattel Inc. that is headquartered in Segundo, California. This vehicle is from the Hot Wheels Collectors series of models, it was made in 2014 and it is no longer listed on the Mattel site but can be easily sourced via the internet. The model is supplied in a blister display pack and has the part number DKL 27.

The proportions of the length and width are correct but it is noticeably under height, this gives it the appearance of being a little squashed. The colour and finish have a semi-matt sheen that is very close to the original. The rear tyres are good but the tread pattern on the fronts are incorrect. The wheels rotate freely and this does look good on display. The overall size of the model is closer to 1/54 than 1/50.

### SUMMARY AND POSTSCRIPT

The Eaglemoss model looks too fat and the Hot Wheels version looks to be squashed. The paint colour and finish and level of detail on all three is very good, however, in terms of overall accuracy compared to the original, the Jada Toys Dark Knight Batmobile is the clear winner of these three.

At the end of 2018, Rockingham held its last motor races as the site has been sold to a company who will use it to store ex-fleet cars and cars that are due to go for auction. It would appear unlikely that it will ever be used again for motor racing – the sad demise of the Brooklands banked oval has been repeated all over again at Rockingham and I do not think there will now be another oval track of its type ever again in the UK. **DC**





# Remembering Ayrton Senna

**On 1st May 1994, motorsport lost a legend when Ayrton Senna da Silva succumbed to injuries sustained in a crash during the San Marino Grand Prix. Rick Wilson shares his Senna car collection to tell the tale of his hero's F1 career.**

▲ Ayrton Senna, master of Monaco, on his way to winning the 50th Monaco Grand Prix in 1992, driving his McLaren MP4/7 to the fifth of his six victories at the legendary event.  
Photo copyright: Rick Wilson.

**M**y Senna story starts at my local circuit, Brands Hatch in Kent, in 1981. I went to nearly every car meeting there that year but one driver I kept seeing in a Formula Ford 1600 car impressed me so much more than any other – it was a plain yellow and black Van Diemen with virtually no sponsorship, but I did notice a little scripted name graphic by the cockpit: A. da Silva. One to remember, I thought to myself.

Fast forward to the end of the story and I was standing on Derby station on the morning of Saturday 30th April 1994. Returning to London with some colleagues after an end of contract party the night before, one of them was reading a newspaper and across the back page was the shocking image of a horrifying crash during Friday practice at Imola for the San Marino Grand Prix. Rubens Barrichello, driving a Jordan, had a massive impact with the barriers that destroyed the entire right hand side of his car. Barrichello, a compatriot of Senna's, was uninjured and I commented that it had been many years since the last fatality in Formula 1 (Elio de Angelis in





▲ 1983 Brabham test car and 1984 Toleman, both by Atlas Editions.



▲ Two of the three Lotus cars that Senna competed in, 1985 97T (Panini) and 1987 99T (Atlas Editions).

1986 at Paul Ricard in France during testing, in a race it was Riccardo Paletti at the start of the Canadian Grand Prix in 1982). That very afternoon Roland Ratzenberger, a talented and popular and well-respected Austrian driver, crashed at the corner before Barrichello had the day before. Ratzenberger was not so lucky and was pronounced dead later in hospital. Senna, a good friend of his, visited the crash site and was clearly shaken.

The following day the Grand Prix started with a massive start line accident and the safety car was deployed whilst the debris was removed. Senna led from Michael Schumacher at the restart and at the beginning of the next lap, at Tamburello, Senna's Williams failed to negotiate the corner and collided with the solid concrete retaining wall. A front suspension component broke away and penetrated Senna's helmet – he didn't stand a chance.

Senna's talent and success had given rise to many diecast replicas already before that fateful day and if you want an easy option to chart the career of Senna, from his karting days right up to his 1994 Williams FW16, Minichamps' "Ayrton Senna Collection" is the perfect option for you – but only if you have deep pockets as these can command quite hefty prices nowadays. To be honest, I couldn't afford it when the collection was first released so there's no chance for me now! Over the years, I've picked up the odd 1/43 scale model here and there when one has come up for a reasonable price (thanks largely to partworks such as the "Grand Prix Legends of Formula 1" and "Brazil F1 Collection" by Atlas Editions, and the recent "Formula 1 Car Collection" by Panini) and have amassed a nice little paddock on a budget, well, apart from one indulgence in particular by TSM Model.



▲ Three of Senna's cars from the Panini "Formula 1 Car Collection" – 1985 Lotus 97T, 1993 McLaren MP4/8 and 1988 McLaren MP4/4.



▲ The Atlas Editions "Brazil F1 Collection" comes in a stylish case with a photo backscene and the models all feature driver figures.

▼ A summary of Senna's F1 career and the teams he drove for – Toleman, Lotus, McLaren and Williams.

## EARLY CAREER AND A FIRST TASTE OF F1

Ayrton Senna da Silva, to use his full name, began karting in his native Brazil in 1973, aged just 13, driving a kart built by his father using a lawnmower engine. Showing promise from his very first race, he took many wins in both the South American and Brazilian Championships.

Moving to England in 1981 to race a Van Diemen Formula Ford 1600 single-seater in the two major UK championships, sponsored by RAC and Townsend-Thoresen respectively, he won both titles that year with 12 wins out of the 20 races that he entered, two of which I witnessed at Brands.

Despite his obvious talent, the young da Silva (he was using just his father's surname to race under at this point) struggled to find sponsorship but, just before he was due to return home, he was offered a paid drive to step up to Formula Ford 2000 for 1982 with Rushen Green Racing, again driving a Van Diemen. Senna absolutely dominated both the Pace British and European EFDA championships, winning 21 out of 27 races. Interestingly, from 1982 onwards he raced as Ayrton Senna taking his mother's surname because, he explained, there were too many da Silvas racing at the time and he needed to stand out to appeal more to sponsors.

For 1983, and now with sponsorship, Senna moved up to Formula 3 with West Surrey Racing for the Marlboro British F3 Championship, winning the first nine rounds before a string of retirements allowed Martin Brundle to close right up to him in the points standings, but Senna won the final round to take the title. He also won the prestigious end-of-season Macau Grand F3 Prix, driving for Teddy Yip.

Inevitably, all this had attracted the attention of many Formula 1 teams and by the end of the year, Senna had tested for four of them – Toleman, Brabham, Williams and McLaren. All of them wanted



# AYRTON SENNA – 25 YEARS ON



to hire him but had line-ups committed apart from Toleman. Senna was offered a drive for 1984 and so began his Formula 1 career, the highlight of which was an incredible drive during torrential rain at Monaco where he was closing on the race leader, Alain Prost, but the race was red-flagged for safety. He was also on the podium at the British and Portuguese GPs too.

As I mentioned earlier, the Minichamps 1/43 scale “Ayrton Senna Collection” (there are two series as a second wave was released with different packaging) is the ‘go to’ for a complete array and it’s here that you’ll find examples from his karting, FF1600, FF2000 and F3 days, as well as all four of his Formula 1 tests. At the cheaper end of the market, the Atlas Editions “Brazil F1 Collection” afforded us the 1983 Brabham-BMW BT52B test car and his 1984 Toleman-Hart TG184 – both of these are shown here and are great models, especially considering the price, and even feature a driver figure.

Senna also raced in a saloon car event and an endurance sportscar race that year, both at the Nürburgring, in a Mercedes-Benz 190E and Porsche 956 respectively – these can be found in the first series of the Minichamps collection.

## THE LOTUS YEARS

Peter Warr, Lotus F1 boss, had wanted Senna to drive for the team in 1984 but pressure from sponsor JPS had kept Nigel Mansell in the seat, although Lotus got its way the following year and the team was rewarded with Senna taking his first win in Portugal, in atrocious conditions – Senna already proving himself to be a master in the rain. He also won at Spa-Francorchamps and took four other podiums.

For 1986, Lotus updated its Renault-powered 97T to the 98T, still with the famous black and gold JPS sponsorship. Senna won two more races (in Spain and Detroit) with a further six podiums, finishing fourth in the championship. He was also really beginning to make a name for himself in qualifying, taking eight of the 16 available pole positions this year, beating his seven from 16 during his first season with Lotus.

A switch to Honda power for 1987 for the Lotus 99T, now with Camel sponsorship and yellow all over, meant that Senna wasn’t so competitive in qualifying,

▲ Senna’s three championship winning cars: 1988 McLaren MP4/4 by Panini, 1990 MP4/5B by Atlas and 1991 MP4/6 by TSM Model (with aftermarket decals) - driver figure by TSM.



▲ First year at McLaren and first F1 World Championship title in the dominant McLaren MP4/4, modelled by Atlas Editions with aftermarket Marlboro decals.



▲ A slightly crude but well-proportioned MP4/5B by Atlas from its earlier “Grand Prix Legends of Formula 1” series represents Senna’s second title in 1990.



▲ Senna’s final title was won in the MP4/6, replicated in miniature by TSM Model as the 1991 Monaco Grand Prix winner, complete with driver figure, also by TSM, and added decals.



▶ His final year at McLaren was in the MP4/8 – it’s another by Panini with aftermarket decals.

taking pole only once all season. He won just two races (at Monaco, the first of what would be six wins there, and Detroit) but was on the podium six times so his season long performance was good enough to take third in the Formula One Drivers’ Championship.

I have two models for this period, a 1985 97T (Panini’s “Formula 1 Car Collection”) and 1987 99T (Atlas Editions’ “Brazil F1 Collection”). Both good models but a really nice touch is that the JPS 97T commemorates Senna’s first F1 win in the rain at Portugal by having wet weather tyres, although due to tobacco sponsorship laws, the John Player Special decals need to be added, something I have yet to do.

## WORLD CHAMPIONSHIPS WITH MCLAREN

Senna made a shrewd move for the 1988 season, joining Alain Prost at McLaren, driving the Honda-powered MP4/4. Of the sixteen races, the pair only failed to win one race, although Senna should have won that but was hit when lapping a backmarker with only two laps to go, breaking his suspension and handing the win to Gerhard Berger in his Ferrari. Despite this, Senna won eight of the 16 races and took pole an incredible 13 times. So a first







Senna would take two victories in the Lotus 99T during 1987, his last of three seasons with the team.



Senna's first season in Formula 1 was at the wheel of the Toleman TG184 – he came very close to winning the 1984 Monaco Grand Prix with it but went onto win the legendary race six times later in his career.

World Championship had been notched up.

In 1989, the McLaren had been upgraded and was now designated the MP4/5. Senna won six races and was on pole 13 times again, but couldn't stop teammate Prost from taking the drivers crown. One of Senna's six wins was another at Monaco and this was to be the first of five consecutive wins there up to 1993, taking his total to six – a record that still stands today.

The 1990 championship, driving the updated MP4/5B, saw Senna back to title-winning ways with six wins and 10 pole positions, then his third and final title was achieved aboard the MP4/6 with seven wins and eight poles in 1991.

Nigel Mansell and Williams-Honda dominated the 1992 season, thanks largely to the incredible talent of designer, Adrian Newey, that gave the cars from Oxfordshire a technical advantage to add to Mansell's great skill, a combination that restricted Senna and his MP4/7 to just three wins and one pole position. But those wins included an astonishing win at Monaco, holding off the clearly much faster Mansell for the last three laps after the Williams driver had dramatically needed to pit to replace a punctured tyre, dropping him to second.

For Senna's final season with McLaren in 1993,



▲ Senna finally won his first Grand Prix at Estoril, Portugal, in 1985. It was a very wet race, hence Panini's model features rain tyres.



▲ Brabham was one of four teams that Senna had a test with at the end of 1983. Its BMW-powered BT52B is modelled here by Atlas Editions.



▲ Senna raced the Williams FW16 at only three races and none with the Rothmans branding barred out like this, so this otherwise excellent Minichamps is incorrect unfortunately.

◀ A brace of Williams FW16s from 1994 by Onyx (left) and Minichamps (right), the latter is the much better model.

he struggled with an underpowered McLaren-Ford MP4/8 after Honda's withdrawal from the sport but, incredibly, still won five races, although there was only one pole position this year. He finished second in the championship behind Prost, who took his fourth title and promptly retired.

Of course, I had to acquire models of my hero's three championship winning cars – shown here we have a 1988 McLaren MP4/4 by Panini, 1990 MP4/5B by Atlas and, my favourite, the superbly detailed 1991 MP4/6 by TSM Model (with aftermarket Marlboro decals), quality did come at a price though. The car for his final year at McLaren is from the Panini series with aftermarket "McLaren" decals (used for races in countries that didn't permit tobacco advertising). Missing from my collection at the moment are a 1989 MP4/5 and 1991 MP4/7, but they're on the radar.

## WILLIAMS AT LAST

Replacing the retiring Prost at Williams-Renault, in the FW16 Senna had a competitive car again but, uncharacteristically, he failed to finish the first two races despite taking pole both times. He'd taken pole at San Marino too and was leading the race until, at the beginning of lap 7, he failed to negotiate Tamburello, a high-speed left-hander at the end of the pit straight. A sporting icon was tragically lost and the ramifications would change F1 forever.

There are two models of the 1994 FW16 in my collection, one by Onyx and the other by Minichamps. Side-by-side it is easy to see that the latter is a better model but, in my opinion, it is let down by the application of the 'barred' graphics that were used to replace "Rothmans" at races where tobacco advertising was forbidden. At all three events that Senna took part in driving this car, the Williams bore full sponsorship, so it's a shame that Minichamps didn't leave this area blank to allow for aftermarket decals to be applied. It's a small gripe though and the detail is otherwise excellent.

So my collection still has some gaps and I hope that this article helps to fill any that you might have. It might be 25 years since that horrendous weekend for the sport that I remember so clearly, but my treasured memories of following his amazing career live on with the help of these fabulous models. **DC**



# Wartime measures

Corgi's 1/76 scale series of wartime utility buses first appeared in 1999 and is still going 20 years later. Rick Wilson compares an early release to the most recent.

**T**he utility double deckers came into being as the result of cost and time saving measures introduced during World War II. A growing shortage of buses came about due to production being halted as resources at chassis manufacturers and coachwork companies were diverted to the production of essential military equipment. But ageing vehicles, a shortage of spare parts and destruction in several cities that had been the subject of bombing raids meant that operators were struggling to maintain effective services.

So the Ministry of Supply asked selected manufacturers – such as Guy, Bristol, Daimler and Leyland – to produce bus chassis to a similar specification, whilst a limited number of coachbuilders were allowed to build bodies to a highly restrictive design. The bodies were built

▲ Nearly two decades separate the release of these two models – Corgi has certainly got its money's worth from the tooling.

▼ One of the most obvious differences is the finesse of the side mirrors on the later release (right) compared to the rather clumsy earlier versions.



using unseasoned timber with limited interior comforts (most of the vehicles were supplied with rather basic wooden slat seats) and the limited design also minimised radiused or curved sections, saving much labour time.

As they came off the production line, the buses were allocated to operators as required, meaning many fleets had several combinations of chassis and body types that unfortunately led to operational inefficiencies, but needs must when the devil drives (a bus). Due to the largely cheap, therefore generally poor quality, materials used, most of these vehicles had relatively short service lives in their original form with many being rebodied or even withdrawn for good in the post-war period.

With the bodies all being of very similar appearance, Corgi has been able to model the many different chassis examples with one casting. Corgi's first releases of this type began to appear in April 1999 (No 43907 was actually the first, not 43901 as you might expect), and it was a fairly regular release in the range up to 2003 (to OM43912 – the numbering system changed at the end of 2000 after 43921 and included the OM prefix from 2001, restarting the numbering system at the same time). Then there was a bit of a gap to 2006 (two releases), then a big gap to 2011 (one release), 2012 (one release) and an even bigger six year gap to 2018 for the most recent.

In the photos, I've chosen to compare one of the initial 1999 releases (43901) with the 2018 version (OM43917). The only really obvious improvements are to the quality of the graphics and the finesse of the side mirrors as the casting and interior mouldings are identical, so Corgi has definitely got its money's worth from this tooling over the last 20 years. It's a simple but pretty model, with its minimally-radiused lines, and deserves to continue – I wonder if I'll be doing a 30-year comparison in 2029? **DC**







▲ From the rear, these two models, 19 years apart, differ very little - just some minor detailing is obvious, most notably the highlighting of the handrail to the left of the entrance.

“ With the bodies all being of very similar appearance, Corgi has been able to model the many different chassis examples with one casting. ”



▲ The opening window detail is still printed onto the clear plastic window unit but looks a little more realistic on the 2018 release (right) because it is a thicker line.

1/76 SCALE CORGI WARTIME UTILITY BUS RELEASES		
No	Chassis	Operator
43901	Guy Arab II	Oxford Motor Services
43902	Bristol K	Southern Vectis
43903	Leyland STD	London Transport Central
43904	AEC Regent	Leicester City Transport
43905	Daimler CW	London Transport Greenline
43906	Guy Arab	Southdown Motor Services
43907	Guy Arab	London Transport Central
43908	Daimler CW	Glasgow Corporation Transport
43909	Daimler CWA6	Sheffield Transport
43910	Guy Arab	Birmingham City Transport
43911	AEC Regent	Leicester City Transport
43912	Bristol K5G	Chatham & District Traction Company
43913	Guy Arab II	W Alexander & Sons Ltd
43914	Daimler CWA6	Chester Corporation
43915	AEC Regent	Edinburgh Corporation
43916	Daimler CWA6	Lytham St Annes Corporation
43917	Daimler CWA6	Yellowway Motor Services
43918	Daimler CW	Southport Corporation
43919	Guy Arab	Southampton Corporation Transport
43920	Guy Arab I	Derby Corporation
43921	Bristol K5G	London Transport Central

Source: [www.modelbuszone.co.uk](http://www.modelbuszone.co.uk)

1/76 SCALE CORGI WARTIME UTILITY BUS RELEASES		
No	Chassis	Operator
OM43901	Guy Arab	Llandudno & Colwyn Bay
OM43902	Daimler CWD6	London Transport Central
OM43903	Guy Arab	Bradford Corporation
OM43904	Daimler CWD6	London Transport Central
OM43905	Guy Arab	Western SMT
CP43906	Guy Arab II	Swindon Corporation
OM43907	Daimler CW	Maidstone & District
OM43908	Daimler CW	Belfast Corporation
OM43909	Guy Arab	Southdown
OM43910	Guy Arab	East Kent Road Car Ltd
OM43911	Daimler	Coventry Corporation
OM43912/1	Daimler CWA6	Douglas Corporation Transport
OM43912/2	Daimler CWA6	Douglas Corporation Transport
OM43913/1	Guy Arab II	Ribble Motor Services
OM43913/2	Guy Arab II	Ribble Motor Services
OM43914	Guy Arab II	Maidstone Corporation
OM43915A	Daimler CWA6	Birmingham City Transport
OM43915B	Daimler CWA6	Birmingham City Transport
OM43916A	Guy Arab I	Provincial
OM43916B	Guy Arab I	Provincial
OM43917A	Guy Arab II	Burton Corporation
OM43917B	Guy Arab II	Burton Corporation

# Dinky Toys and the RCMP

John Morris fondly recalls a trio of releases from the 1960s and '70s. **Photos by Vectis**



**T**hroughout Canada's provinces and territories, with the exceptions of Ontario and Quebec, federal policing is provided by the Royal Canadian Mounted Police (RCMP) or, in French, the Gendarmerie Du Royale Canada (GRC). Toronto and Montreal have their own provincial forces, as does the Niagara region and many of the First Nation territories.

Around 60 percent of Canada's population are English speaking, with about 36 percent describing their ethnic origin as British. Dinky Toys responded to this not insignificant market and the interest in Britain itself, by producing several models with a Canadian theme. These models included three police cars (Nos 264 and 252), as well as a Fire Chief's car (No 257), Plymouth taxi (No 266) and the Bristol Britannia airliner (No 998), in Canadian Pacific livery.

In March 1962, Dinky launched the RCMP Ford Fairlane (No 264), a modified version of the Fairlane sedan, model No 148. Finished in the RCMP's navy and white livery it had 4-wheel suspension, roof light windows, seats, steering wheel radio aerial and finger-tip steering. Inside the model are two mounties in red serge uniforms and stetsons. Named after Henry Ford's Fairlane Estate, outside Dearborn, Michigan, the actual vehicle was a fourth generation model, produced from 1963-76, powered initially by a straight-six engine and, later, a V8.

In 1966, Dinky quietly replaced the Fairlane with a modified version of the Cadillac 62. However, it continued to appear in boxes showing the Fairlane. Like its predecessor, the blue and white cast body had a black tin base plate, turned hubs, black tyres, suspension, steering, plastic interior windows, a solid red roof light and an aerial. Inside, there were also two mounties in dress uniform.

The Cadillac 62 replaced the older series 65 and the model was based upon the seventh generation of the vehicle (1961-1964), which in itself had come to

▲ Ford Fairlane No 264.



▲ Pontiac Parisienne No 252.



▲ Cadillac 62 No 147 but sold boxed as No 264.

**Whilst records show that various iterations of the Fairlane were used as police vehicles between 1963 and 1976, there are no such records relating to the use of the Cadillac.**

the end of its production run. General Motors fitted the V8 powered vehicle with power steering, power brakes, automatic transmission, windscreen washer (novel in the 1960s), dual speed wipers and remote control outside rear view mirrors. All of which made the spec of this entry level Cadillac more than one would expect of a police patrol car. In fact, whilst records show that various iterations of the Fairlane were used as police vehicles between 1963 and 1976, there are no such records relating to the use of the Cadillac. Clearly, Dinky had some other agenda.

Dinky made a clear introduction of the Pontiac Parisienne (No 252) in Michael Rickett's letter in *Meccano News*, dated 21st August, 1969. He wrote, "A new version of the popular Pontiac Parisienne in Dinky Toys is the new RCMP patrol car, which replaces the RCMP car formerly in the Dinky Toys range. Fitted with smooth running 'Speedwheels' and finished in blue with white door panels bearing the RCMP insignia, the car is fitted with a simulated flashing light on the roof. Like the other Dinky Pontiac, it is also fitted with retractable aerials and is complete with moulded plastic interior and driver. Cost 9/6." The version of the Pontiac that existed previously was No 173 and the driver, like previous RCMP/GRC vehicles, wore the distinctive Stetson and red serge dress uniform. Launched in June 1969, the model was withdrawn in 1974.

Built by General Motors at its Oshawa plant, east of Toronto, along the northern shore of Lake Ontario, this top of the range vehicle remained distinct from the US version. Indeed, the name 'Parisienne' was only used for this vehicle in Canada. The fifth generation sedan had a great deal of chrome, but GM kept costs low by the cross-over use of parts from its Chevrolet brand.

Today, the RCMP/GRC uses a wide variety of vehicles, normally painted white with the insignia on the front door panels - there are red, white and blue stripes often with an added yellow stripe. **DC**



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# Quite the collection

**Ann Evans meets a collector, Matt Beaumont, and finds that his models are impressive on many levels. Literally!**

Photos by Rob Tysall



**W**hen Matt Beaumont says his collection of models has spiralled since he began collecting in 1980, he isn't joking. They have spiralled through his living room, up his stairs, in all of the bedrooms – and then there's the loft...

There are cabinets full, shelves full and he's even knocked through a wall between lounge and kitchen to put in an impressive glass display case especially for his Porsche models. Fortunately, Matt also has a very understanding wife. Tracy is something of a collector herself – of teddies and soft toys. Luckily, Tracy's favourite car is also the Porsche and doesn't mind her kitchen wall paying homage to the evolution of the Porsche 911.

The number of 1/18 and 1/43 scale models that Matt owns runs into many hundreds although he stopped counting long ago. It might look like collection overload, but he can put his hand on any given vehicle and provide you with facts and figures, plus the story behind the car and the model.

"I have always been interested in cars," said Matt, who works at Jaguar Land Rover. "As a kid I always had a Matchbox or Dinky in my hand – I've loved playing with toy cars for as long as I can remember. But it's a bit of a mystery as to where this passion for cars has come from as neither my parents nor grandparents were interested in cars."

He recalls however going with his parents to

▲ Models of a pair of Citroëns owned by his parents.



▲ Matt with his new cabinet displaying some of his 1/18th Porsche models.

pick up their first family car – an orange Citroën Dyane from Ray & Proctors in Newcastle-under-Lyme when he was about four years old. "I can even remember its registration number: JEH 714N – where are you now?"

Growing up he would immerse himself in car magazines and remembers that in 1987 the Ferrari F40 was making headlines in the car world. This sophisticated high performance car was built to celebrate Ferrari's 40th anniversary.

"In my first job I used to cycle to Warwick, and there was a model shop that I passed," said Matt. "One day there was this Bburago F40 in the window which I just had to have. It was in 1/18 scale and I think it cost me £15. That was the start of it, and it all spiralled from there."

"I like 1/18 scale because they are bigger. I don't really have any interest in cars before the late 1950s with the exception of the Bentley. But most of my collection is post war."

Matt is a keen member of the Coventry Diecast Model Club (CDMC), and as well as collecting he also enjoys custom building and modifying certain models to make replicas of cars that interest him or have some personal meaning to him.

"It's quite frustrating when you can't get the model that you want, so I'll strip a model down, re-paint it, remove decals and apply new ones, change number plates and wheels, re-shape and so on. I've

**1 TV & Film cars: Audi A8 (The Transporter) by Kyosho and Aston Martin DBS (The Persuaders) by GT Spirit.**

**2 Models from Matt's and Tracy's courting days – a Ford Capri Mk3 and the Volkswagen Golf Mk2 they sold to put the deposit down on a house.**



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3 Modified Chinese dealer edition Suzuki SX4s.

► Left cabinet: Porsche rally and road cars, Le Mans cars and Mercedes-Benz. Middle cabinet: Land Rovers, Ford Mustangs and Subarus. Right cabinet: A variety of models - Citroën, Peugeot, Ferrari, Jaguar and more.



▲ Ari Vatanen signed the model of his Pikes Peak Peugeot 405 T16.



tinkered like this for years.

"I just go for cars that catch my eye, and so long as there's a model available to work on that's what I do. If I can get it down to the shell, I will. I use car paint not model paint and I always get the correct shade. The people at the local car paint store know me now."

Amongst the favourites in his collection are the custom built replicas of cars that he and his family have owned over the years. Such as the Citroën Dyane from his childhood, and then a blue Citroën – his dad's second car; a red Citroën 2CV a car his mum had and which he later bought off her; a maroon Capri which Matt owned whilst courting Tracy, and a red Volkswagen Golf Mk2 that he eventually sold in order to put the deposit down on a house. Two other special models are of his present cars – Suzuki SX4s.



The films he watches also have a big impact on the models he collects, and if a particular vehicle in a film catches his eye, even if it's only on screen for a few fleeting moments, he'll happily sit for as long as it takes, pausing and rewinding the clip in order to note the number plate and other fine details on the car.

He's a big James Bond fan and a shelf in his bedroom displays a full array of James Bond cars, figures and various quirky vehicles from the films. These include multiple versions in 1/18 of the Aston Martin DB5 in silver, made by AUTOart. His knowledge extends to all the little stories that have gone on behind the scenes too. Such as the story that Aston Martin would not give Pinewood Studios a DB5 for the filming of *Goldfinger* but loaned out a press demonstration development car. It was actually metallic Dubonnet Red but was sprayed silver for



# IN THE SPOTLIGHT: MATT BEAUMONT

the film. Not surprisingly Matt has both the silver and the red versions in his collection.

"The first AUTOart release had no mirrors or gadgets and the wrong registration number," said Matt. "Then came a version with mirrors and a plinth for the front number plate. Finally, they got the registration right and it has its gadgets, but it didn't come with a roof panel. As film goers will know that gets blown away when the passenger seat is ejected. So, I decided to make a roof panel for this model. Then came another version with all the previous – and a roof panel."

He also has the cars relative to each James Bond actor, the majority being Aston Martins. There's the DB5 diecast for Sean Connery, a resin DBS for George Lazenby, a diecast Lotus Esprit Turbo for Roger Moore, a resin V8 Vantage for Timothy Dalton, a diecast Aston Martin V12 Vanquish for Pierce Brosnan and a diecast Aston Martin DBS for Daniel Craig.

Matt added, "The two resin cars in this collection are both modified GT Spirits. I had to change the wheels, the colour and re-shape the lower valances on both; and added mirrors to the DBS as it didn't come with them."

He also has some of the quirky vehicles seen in Bond films, such as the black and yellow Rolls-Royce Phantom III Sedan de Ville owned by Auric Goldfinger and driven by him and his henchman, Oddjob, in the 1964 film *Goldfinger*.

There's a Corgi autogyro aircraft, nicknamed 'Little Nellie' that Sean Connery took to the air with in the 1967 film *You Only Live Twice*. He also has the BMW Cruiser motorcycle that Pierce Brosnan takes on a breath-taking chase sequence through the streets of Saigon in *Tomorrow Never Dies* (1997). Apparently fifteen R1200 bikes were used in the making of the film – twelve of which were wrecked.

The yellow Citroën 2CV in 1/18 scale, made by Minichamps (repainted) is another vehicle in this line up, from *For Your Eyes Only* (1981) in which we



▲ Land Rover & Range Rover made by Almost Real.



▲ Mercedes-Benz AMG G63 6x6 (GT Spirit).



▲ Gulf Porsche 917s and Renntransporter in 1/18th and 1/43rd scales.



▲ Bullitt Mustang (AUTOart) and Dodge Charger RT (Ertl Authentics).

saw Roger Moore as Bond. There is also a 1/50 scale T55 Russian Tank driven by Pierce Brosnan in the dramatic chase scene in *Golden Eye* (1995) and a 1/18 Toyota GT2000 from *You Only Live Twice*.

Another favourite model is a 1/18 DBS that George Lazenby drove in *On Her Majesty's Secret Service*. He's so fond of this model that Matt took it on holiday with him to Portugal. He explained: "I went to the Cascais Beach where the title sequence of *On Her Majesty's Secret Service* was filmed. I put my model on the beach and took a few photographs of it." Laughing, he added, "Goodness knows what people must have thought but yes, I am that sad!"

He continued, "I've been in touch with a guy who owns a real one which goes to shows as the Bond car. I was able to get the colour code from him. And when I mentioned taking my model to Cascais beach he said: 'Bring me back some sand!' He plans on scattering sand in the boot of his car for authenticity. I sent the sand to him he was delighted and I have kept some for myself."

Matt is a big fan of motorsport and has a whole display cabinet in his living room dedicated to Le Mans cars, rally and road cars. Amongst his particular favourites are three cars which he got the drivers to autograph after seeing them at events. One of his rally heroes was the late Colin McRae MBE, and Matt feels fortunate to have met him on a few occasions.

His OttOmobile resin Peugeot 405 T16 rally car, in which Ari Vatanen competed in the legendary climb to the top of Pikes Peak in Colorado, is signed by Vatanen on the bottom of the car. He told Matt: "I've signed it on its base for you, as if you put the car on its roof that's how most of my cars end up!"

His collection is made up of models from a variety of manufacturers, many by GT Spirit and OttOmobile; but he is very impressed by the relatively new manufacturer, Almost Real. "I've recently bought a Range Rover and a Land Rover made by this company and the detail is amazing. Working suspension, working steering, aerials that pull up,

// **He's a big James Bond fan and a shelf in his bedroom displays a full array of James Bond cars.** //







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little steps that fold down. I'm very pleased with the models it is making."

Amongst his many modified items he has created a unique van towing a Porsche 911 on a trailer which might look as if it all goes together, but in fact does not exist in real life. "The car is based on a friend's car, an ST, the only RHD track ST ever built by the factory – not constructed by a dealer or team. The car was a Jouef 2.7 RS model, and after modifying it to look like the original car I wondered how I was going to display it and decided to have it on a trailer being pulled by a van. I thought it would be nice to have them looking as if they belonged together, so I set about making it all look alike by painting and adding the decal to the van, which had started life as a sealed diecast model of a German emergency services vehicle made by Model Car Group. My handiwork may not be the best, but it was a fun thing to do." **DC**

4 Favourite rally cars signed by the drivers Ari Vatanen and Dave Richards.

5 Four generations of Range Rover.



▲ Jaguars: Project 7 concept (TopSpeed), New Avengers Broadspeed XJ-C (GT Spirit) and modified Mk2 (based on a Model Icons release).



▲ A home-modified Code 3 set comprising Porsche 911 rally car, trailer and van.



▲ Model Icons Jaguar Mk2 racer, modified Mk2, 240 Staffordshire police car.



◀ Quirky vehicles of various scales from James Bond films.



▲ Custom modified GT Spirit Aston Martin DBS from *On Her Majesty's Secret Service*.



▲ Beanstalk Group Aston Martin V12 Vanquish from *Die Another Day*.



▲ Repainted Ertl Aston Martin V12 DBS from *Quantum of Solace*.



▲ Final Version of the AUTOart Aston Martin DB5 from *Goldfinger*.



▲ Custom modified GT Spirit Aston Martin V8 from *The Living Daylights*.



▲ AUTOart Lotus Esprit Turbo from *For Your Eyes Only*.

# Austin Se7en Countryman and Morris Mini-Traveller

DTCA Chairman, Michael Driver, peruses two almost identical estates.

Over the years a variety of estate cars have been produced in this country. Many were converted for example using Austin, Morris, Ford or Hillman vehicles. These conversions were to fill a need for the private individual to transport goods and animals and all manner of things used in daily life. The nearest I had to one was a Mini Van without the side windows.

Both the Dinky Toys Austin Se7en Countryman (No 199) and Morris Mini-Traveller (No 197) arrived in May 1961. The *Meccano Magazine* of that month features an article and photographs of the Dinky Toys production of the Austin model. In it they say "What lies behind the planning and the making of a new Dinky Toys model? In this article the Editor takes the reader through the detailed steps which are necessary before a new Dinky toy miniature can find its way into countless thousands of homes throughout the world". The advert on the back of the *Meccano Magazine* also states "They are tough little chaps, with the latest Dinky Toys extras. Finger-tip steering, gives them a turning circle of as little as 8½ in."

The Dinky Toys Austin Se7en Countryman is finished in Austin Speedwell Blue with a red plastic interior. The Morris Mini-Traveller comes in white with a red plastic interior. Other interior colours for the models are yellow or pale blue. The two Dinky Toys castings are basically the same apart from the Austin and Morris car badges on the bonnets and the radiator grilles, not unlike the differences between the two real cars. The real Austin grille had a ripple effect and the Morris grille used thin vertical and horizontal slats. The models have all-round suspension, chrome spun wheels, windows and fully detailed interiors. They came in illustrated card end flap boxes.

There were also colour variations with the Austin Se7en Countryman being finished in a fluorescent orange with a red interior. The Morris Mini-Traveller came in dark green for a short time with either a yellow or pale blue interior and then in fluorescent lime-green and a red interior. The Morris Mini-Traveller is first shown alone in the 1961 Dinky Toys catalogue and is in beige colour with red seats. The next catalogues show the ivory



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**1** Dinky Toys Austin Se7en Countryman (No 199) in Speedwell Blue and fluorescent orange.

**2** Dinky Toys Morris Mini-Traveller (No 197) in dark green, fluorescent green and white.



▲ Meccano Magazine advert, May 1961, part image.



▲ Dinky Toys Catalogue 1961 part image showing beige colour for the Morris Mini-Traveller.

version with red seats. Later in the 1966 catalogue the model is shown in the dark green colour with the yellow seats. These models were deleted in 1970. The Austin Se7en Countryman was also included in the Mayfair Gift Set which is advertised in the July 1963 issue of *Meccano Magazine*, the set lasting for two years.

The launch of the Mini in 1959 provided a car which became synonymous with the swinging '60s. With its transverse engine and compact size it revolutionised future small cars. The arrival of the two estate cars with their wooden framing in 1961 broadened the range as they were based on the Mini Van of 1960. All the early models used an 848cc engine and a four speed gearbox. **DC**

## FURTHER INFO

The Dinky Toys cars reflected the vehicles of the day and photographs and articles occur in the DTCA Journal.

If you would like to find out more details, or join, then visit the website at [www.dtcawebsite.com](http://www.dtcawebsite.com).



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▲ **Britains No 1334 Military Army Lorry**, military green body with tipper action and military green hubs with driver and silver detailing. Near mint to mint in near mint box. **£130, Lacy Scott & Knight, February.**



▲ **Britains No 2041 Civilian Clockwork Trailer**, green body with tan load and red hubs, in the original all-card box with two packing pieces, original key and paperwork. Near mint in very good box. **£110, Lacy Scott & Knight, February.**



▲ **Britains No 8711 Ferguson TE20 Tractor**, grey body with driver figure raised on anniversary wooden display plinth. Very good to near mint in very good original foam packed box. **£25, Lacy Scott & Knight, February.**



▲ **Britains No 9527 Ford Super Major 5000 Tractor**, blue and grey body with grey hubs, with air filter and exhaust attachment and jewelled headlights. Very good in very good box. **£85, Lacy Scott & Knight, February.**



▲ **Britains No 128F Fordson Major Tractor**, blue body with orange hubs and rubber tyres with driver figure. Very good in very good box. **£150, Lacy Scott & Knight, February.**



▲ **Britains No 128F Fordson Major Tractor**, with driver, dark blue body, orange wheels and black rubber tyres, with Britains complaints leaflet and packing piece. Near mint in near mint box. **£180, Lacy Scott & Knight, February.**



▲ **Britains No 1877 Military Beetle Lorry**, green body with tan cab and doors, silver detailed bumper with driver figure and black plastic wheels. Very good to near mint in very good box. **£80, Lacy Scott & Knight, February.**



▲ **Corgi Toys No 67 Ford 5000 Super Major Tractor**, blue & grey plastic hubs and driver figure, with original packing piece and model club leaflet. Near mint in near mint box. **£85, Lacy Scott & Knight, February.**



▲ **Corgi Toys No 66 Massey Ferguson 165 Tractor**, red, grey & white body with red diecast front hubs and rear plastic hubs. Mint in near mint to mint box. **£60, Lacy Scott & Knight, February.**



▲ **Corgi Toys No 53 Massey Ferguson 65 Tractor with Shovel**, red & cream body, with silver bucket and red plastic hubs. Near mint to mint in near mint box. **£60, Lacy Scott & Knight, February.**



▲ **Corgi Toys No 468 London Transport Routemaster Bus**, red body with cream interior and silver spun hubs. Near mint in near mint box. **£40, Lacy Scott & Knight, February.**



▲ **Corgi Toys No 268 The Green Hornets Black Beauty**, black body with spun hubs and hornet transfer to roof, with secret instructions envelope & leaflet, two spinners and four missiles. Near mint to mint in near mint box. **£190, Lacy Scott & Knight, February.**





▲ Corgi Toys No 204 Rover 90, light grey body, small decals applied. Very good but unboxed. **£15, Lacy Scott & Knight, February.**



▲ Corgi Toys No 266 Chitty Chitty Bang Bang, with all original tail fins, side fins and figures, in the original plastic cloud lined window box with header card. Near mint in slightly faded but good box. **£95, Lacy Scott & Knight, February.**



▲ Corgi Toys No 271 James Bond Aston Martin, silver body with red interior, chrome detailed hubs, with bandit figure. Near mint in very good box. **£65, Lacy Scott & Knight, February.**



▲ Corgi Toys No 345 MGC GT Competition Model, yellow and black body with black interior and wirework hubs, with racing No 4 sticker applied. Near mint in near mint box. **£85, Lacy Scott & Knight, February.**



▲ Corgi Toys No 233 Heinkel Economy Car orange body with lemon interior and detailed cast hubs. Near mint in near mint box. **£55, Lacy Scott & Knight, February.**



▲ Original Corgi Toys point of sale all-card advertising display theatre, used to display up & coming new Corgi toys models. Structurally very good with white residue to blue backdrop. **£190, Lacy Scott & Knight, February.**



▲ Corgi Toys No 226 Morris Mini Minor, light blue body with red interior and spun hubs. Very good to near mint in very good box. **£45, Lacy Scott & Knight, February.**



▲ Dinky Toys No 944 Shell BP Fuel Tanker, grey, yellow and white body with grey hubs, with windows version. Near mint to mint in very good box. **£170, Lacy Scott & Knight, February.**



▲ Dinky Toys No 701 Shetland Flying Boat, silver body with four black tinplate propellers, registration No G-AGVD. Good but unboxed. **£55, Lacy Scott & Knight, February.**



▲ Dinky Toys No 979 Newmarket Racecourse Horse Transporter, grey and yellow body with yellow hubs and racehorse transport livery, with two horse figures. Very good in very good box. **£130, Lacy Scott & Knight, February.**



▲ Dinky Toys No 234 Ferrari Racing Car, blue body with yellow nose cone and racing No 5 with plastic hubs, white driver and grey tyres. Very good to near mint in very good box. **£290, Lacy Scott & Knight, February.**



▲ Dinky Toys No 150 Rolls Royce Silver Wraith, two-tone grey body with spun hubs and clear glazing. Near mint in good box (one end flap missing). **£25, Lacy Scott & Knight, February.**



▲ Dinky Toys No 107 Sunbeam Alpine Sportscar, deep pink body with grey interior and cream hubs, with driver figure and racing No 34. Very good in very good box. **£65, Lacy Scott & Knight, February.**



▲ Dinky Toys No 751 Lawnmower, green and red body with base metal roller. Good to very good in good box. **£50, Lacy Scott & Knight, February.**



▲ Dinky Toys No 702 DH Comet Airliner, silver, white and blue. Near mint to mint in near mint box. **£55, Lacy Scott & Knight, February.**



▲ Dinky Toys No 217 Alfa Romeo OSI Scarabeo, fluorescent pink with yellow interior and spoked wirework hubs. Very good to near mint in near mint box. **£25, Lacy Scott & Knight, February.**



▲ Dinky Toys No 915 AEC with Flat Trailer, orange cab and chassis with white back, in sealed original bubble packed display box. Mint in very good to near mint box. **£45, Lacy Scott & Knight, February.**



▲ French Dinky Toys No 577 Bertiet Cattle Transport Wagon, green and yellow body with yellow hubs and brown base plate with two cow figures. Near mint to mint in good box. **£70, Lacy Scott & Knight, February.**



▲ Dinky Toys No 936 Leyland 8-Wheel Chassis, silver and red body with red hubs and three yellow detachable five ton loads. Very good in very good box. **£65, Lacy Scott & Knight, February.**



▲ Dinky Toys No 178 Mini Clubman, bronze body with black interior. Near mint to mint in very good bubble pack. **£25, Lacy Scott & Knight, February.**





▲ **Dinky Toys No 563 Heavy Tractor**, orange body with green tracks and tan driver. Very good in very good box. **£25, Lacy Scott & Knight, February.**



▲ **Dinky Toys No 135 Triumph 2000 Saloon**, metallic blue body with red interior and white roof with spun hubs and one luggage piece in boot. Near mint to mint in near mint box. **£90, Lacy Scott & Knight, February.**



▲ **Texaco Scorchers boxed miniature scale plastic and diecast group**, complete set of eight examples ranging from No 1 through to No 8. All mint in near mint boxes. **£15, Lacy Scott & Knight, February.**



▲ **Solido No 118 Lotus F1 Racing Car**, green body with racing No 1 and chrome hubs with driver figure. Very good in very good box. **£35, Lacy Scott & Knight, February.**



▲ **Solido No 129 Ferrari 2 L5 Racing Car**, red body with racing No 152 and wirework figure hubs and driver figure. Near mint in very good box. **£50, Lacy Scott & Knight, February.**



▲ **Mettoy large scale diecast and clockwork express delivery van**, light blue body with black hubs and Express Delivery transfers, in the remains of the original box. **£170, Lacy Scott & Knight, February.**



▲ **Solido No 100 Jaguar Type D**, dark green body, spun hubs, racing number 10, driver figure. Near mint in good yellow and blue carded picture box. **£130, Vectis, February.**



▲ **Solido No 101 Porsche Spyder**, silver body, green tonneau, spun hubs, driver figure, racing number 5. Near mint in generally good box. **£140, Vectis, February.**



▲ **Solido No 107 Aston Martin 3L Racer**, dark green, red seats with driver figure, spun hubs and racing number 5. Excellent plus. **£90, Vectis, February.**



▲ **Solido No 103 Ferrari Racing Car**, red body, green seats with driver figure, spun hubs, racing number 1. Near mint. **£70, Vectis, February.**



▲ **Solido No 116 Cooper Racing Car**, dark green, driver figure, spun hubs, racing number 5. Excellent plus in poor picture box. **£45, Vectis, February.**



▲ **Solido No 117 Porsche FII**, silver body, spun hubs, driver figure, racing number 3. Near mint in good plus picture box. **£140, Vectis, February.**



▲ **Solido No 118 Lotus F1 Racing Car**, dark green, spun hubs, driver figure, racing number 7. Near mint in good picture box. **£45, Vectis, February.**



▲ **Solido No 128 Ford Thunderbird Hardtop**, pale grey, red interior, silver trim, spun hubs. Near mint in good picture box with yellow and red "Bati 1000" folded leaflet. **£140, Vectis, February.**



▲ **Solido No 151 Porsche Carrera**, red body, white stripes, racing number 18, silver base, black interior, cast hubs. Generally excellent plus in good plus to excellent picture box. **£50, Vectis, February.**



▲ **Solido No 152 Ferrari 330 P3**, red body, silver engine cover, black interior, cast hubs, racing number 14. Near mint in generally good plus to excellent picture box. **£60, Vectis, February.**



▲ **Solido No 302 Tracteur Willeme**, red, grey, plastic hubs. Mint in good plus picture box. **£130, Vectis, February.**



▲ **Solido No 308 Camion Citerne Willeme "Elf"**, blue cab and chassis, white plastic tanker with red filler caps. Near mint in generally excellent picture box with accessories. **£130, Vectis, February.**



▲ **Matchbox King Size K8 - Prime Mover with "Laing" Trailer**, orange, red plastic hubs with black tyres (missing Caterpillar Tractor) with some inner packing pieces. Excellent in good box with detail picture. **£70, Vectis, February.**



▲ **Corgi Toys No 259 Citroën Le Dandy Coupe**, metallic maroon, yellow interior, chrome trim, wire wheels. Near mint in generally excellent picture box. **£90, Vectis, February.**



▲ **Corgi Toys No 320 Ford Mustang Fastback**, metallic mauve, off white interior and steering wheel, wire wheels, chrome front and rear bumpers. Near mint in good plus picture box. **£120, Vectis, February.**



▲ **Corgi Toys No 330 Porsche Carrera 6**, white body, blue engine cover, red doors and bonnet with racing number 60, black interior with driver figure, cast hubs. Near mint in excellent plus picture box. **£150, Vectis, February.**





▲ Corgi Toys No 335 Jaguar Type E, red body, black interior, wire wheels. Near mint in generally good plus presentation bubble pack. **£100, Vectis, February.**



▲ Corgi Toys No 1126 Ecurie Ecosse Racing Car Transporter, dark blue, yellow lettering, pale yellow interior, spun hubs, with correct inner packing piece and instruction leaflet. Excellent in good lift off lid box. **£150, Vectis, February.**



▲ Corgi Toys No 1137 Ford Articulated Truck and Trailer "Express Service", blue, red, grey, silver and chrome trim, spun hubs, with gold air horn. Generally excellent, inner pictorial stand is good plus, outer blue picture box is fair to good. **£110, Vectis, February.**



▲ Tekno No 827 Saab 96, drab green, pale lemon interior with black steering wheel. Near mint in a good to good plus picture box. **£160, Vectis, February.**



▲ Tekno No 453 Scania Vabis "Inter Consult", pale grey, turquoise. Good plus in good plus picture box. **£80, Vectis, February.**



▲ Politoys No 525 Ferrari 250 Le Mans Pininfarina, metallic red with white and red stripes, brown interior, racing number 12, wire wheels. Excellent plus in good presentation box with colourful header. **£50, Vectis, February.**



▲ Dinky Toys No 450 Bedford TK "Castrol" Box Van, green, red interior and plastic hubs, white opening side and rear doors. Good plus in generally good to good plus lift off lid box with detail picture. **£70, Vectis, February.**



▲ French Dinky Toys No 537 Renault 16, light blue, red interior, concave hubs, full silver trim. Excellent plus in good box with detail picture. **£70, Vectis, February.**



▲ French Dinky Toys No 517 Renault R8, blue body, red interior, silver trim, concave hubs. Excellent plus in generally good plus picture box with original price label attached to one side. **£120, Vectis, February.**



▲ Dinky Toys No 36a Armstrong Siddeley, grey body, black chassis and smooth hubs with white smooth tyres. Generally good but unboxed. **£140, Vectis, February.**



▲ Dinky Toys No 136 Vauxhall Viva, metallic blue body, red interior, silver trim, chrome spun hubs. Near mint in excellent plus picture box. **£60, Vectis, February.**



▲ Dinky Toys No 193 Rambler Cross Country Station Wagon, pale yellow, white roof, red interior, chrome trim and spun hubs with white treaded tyres. Mint in excellent plus presentation box. **£130, Vectis, February.**



▲ Solido-Dalia No 31 Ford Thunderbird, blue body, dark beige interior, chrome spun hubs with Dalia-Solido baseplate. Near mint in generally good plus to excellent picture box. **£400, Vectis, February.**



▲ Solido No 214 Berliet Amphibious Vehicle, drab green, complete with accessories in bag. Mint on mint inner pictorial stand in excellent plus outer picture box. **£60, Vectis, February.**



▲ Corgi Toys "The Magic Roundabout" Mr McHenry's Trike, red, yellow with Zebedee box. Good. **£30, Vectis, February.**



▲ Corgi Toys Super Juniors E2009 "James Bond" Aerocar, Trade Pack containing 6 examples, all in red and yellow with black propeller. Mint in near mint to mint window boxes, outer transit carton is excellent. **£900, Vectis, February.**



▲ Corgi Toys No 269 "James Bond" Lotus Esprit, half model to show mechanism, mounted on black and blue plinth with "Prototype Lotus 76" plaque. Generally excellent plus. **£260, Vectis, February.**



▲ Corgi Toys No 269 "James Bond" Lotus Esprit, gold plated body, white and black plastics on blue and black plinth with opening tray for missiles and gold "Presented by the Mettoy Co Ltd 7th July 1977" plaque. Generally excellent plus. **£280, Vectis, February.**



▲ Dinky Toys No 360 Gerry Anderson's Space:1999 Eagle Freighter, white, metallic blue, red side and rear thrusters, with unused decal sheet. Excellent plus with good card base and poor bubble. **£110, Vectis, February.**



▲ Dinky Toys No 360 Gerry Anderson's Space:1999 Eagle Freighter, white, red side and rear thrusters, with unused decal sheet. Excellent plus with good card base and poor bubble. **£130, Vectis, February.**

# COLLECTIONS URGENTLY REQUIRED

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## EVENTS

# TOYFAIR TIMES

### FAIRS

#### 4 APRIL 19

- **Theydon Bois**, Joe Lock, 07866 641215
- **Thatcham**, Steven Clements, 01380 725322

#### 6 APRIL 19

- **Cardiff**, Chris Dyer Fairs, 01643 702757

#### 7 APRIL 19

- **Bolton**, Barry Potter Fairs, 01604 846688
- **Eastbourne**, Eastbourne Historic Vehicle Club, [www.ehvc.co.uk](http://www.ehvc.co.uk)
- **St Ives**, J & J Webb, 01522 880383
- **Falkirk**, McLaren Models, 01324 624102
- **Swindon**, Ronnie Davies, 07708 385061
- **Spalding**, Model Tractor, Construction & Literature 2019, 07710 321471
- **Malvern**, Bulldog Fairs, 01373 452857
- **Durham**, Bowburn Toy & Train Collectors Fair, 07730 568131

#### 9 APRIL 19

- **Hook**, Steven Clements, 01380 725322

#### 13 APRIL 19

- **Henfield**, David Parsons, 07742 609865
- **Faversham**, SRP Toy Fairs, 07739 998012
- **Nottingham**, Malcolm Townsend, 07951 072790

#### 14 APRIL 19

- **Rayleigh**, SRP Toy Fairs, 07739 998012
- **Haltwhistle**, Jim Corr, 07504 035955
- **Reading**, Tony Oakes Toy Fairs, 01270 652773
- **Birmingham**, Barry Potter Fairs, 01604 846688

#### 16 APRIL 19

- **Wootton Bassett**, Steven Clements, 01380 725322

#### 19 APRIL 19

- **Midhurst**, SRP Toy Fairs, 07739 998012
- **Leigh**, Barry Stockton, 0151 334 3362

#### 20 APRIL 19

- **Maidstone**, Maidstone Vintage Toy Fair, 01622 298159
- **Chester**, Tony Oakes Toy Fairs, 01270 652773

#### 21 APRIL 19

- **Eastbourne**, Robert Horsecraft, 01323 899879

#### 22 APRIL 19

- **Bridgnorth**, Tony Oakes Toy Fairs, 01270 652773

#### 24 APRIL 19

- **Exeter**, Bulldog Fairs, 01373 452857

#### 26 APRIL 19

- **Alfreton**, Malcolm Townsend, 07951 072790

#### 27 APRIL 19

- **Beaconsfield**, Peter Levinson Toy & Train Fairs, 020 8205 1518

#### 28 APRIL 19

- **Carmarthen**, Chris Dyer Fairs, 01643 702757
- **Ashington**, David Parsons, 07742 609865
- **Chester-le-Street**, Jim Corr, 07504 035955
- **Colchester**, SRP Toy Fairs, 07739 998012

#### 30 APRIL 19

- **Garstang**, Janet Pearson, 01282 439009

### AUCTIONS

#### 6 APRIL 19

- **Ilkley**, Hartleys Auctions, 01943 816363

#### 8 APRIL 19

- **Downham Market**, Barry Hawkins, 01366 387180

#### 9 APRIL 19

- **Stockton-on-Tees**, Vectis, 01642 750616

#### 11 APRIL 19

- **Stockton-on-Tees**, Vectis, 01642 750616
- **Heathfield**, Watsons Auctions, 01435 862132

#### 13 APRIL 19

- **Runcorn**, British Toy Auctions, 01928 579032

#### 16 APRIL 19

- **Newbury**, Special Auction Services, 01635 580595

#### 17 APRIL 19

- **Warrington**, Warrington & Northwich Auctions, 01925 658833

#### 24 APRIL 19

- **Stockton-on-Tees**, Vectis, 01642 750616

#### 25 APRIL 19

- **Stockton-on-Tees**, Vectis, 01642 750616

#### 26 APRIL 19

- **Stockton-on-Tees**, Vectis, 01642 750616

#### 29 APRIL 19

- **Lewes**, Wallis & Wallis, 01273 480208

#### 30 APRIL 19

- **Stockton-on-Tees**, Vectis, 01642 750616

# Dear Editor...

EMAIL YOUR LETTERS AND QUESTIONS TO [deareditor@warnersgroup.co.uk](mailto:deareditor@warnersgroup.co.uk)  
OR WRITE TO US The Editor, Diecast Collector, Warners Group Publications plc, The Maltings, West Street, Bourne, Lincolnshire PE10 9PH.

## BURSTING MY BUBBLE

I was intrigued to read *From the Editors Collection - Heinkel Bubble Cars*, page 51 in the April edition. Unlike Rick Wilson, I came the opposite way from 1:1 scale to models and Heinkel's format to 'the other one', the BMW Isetta. Having been a Vespa scooter owner heavily involved in the local chapter of the Vespa Club of Great Britain, the birth of our daughter called for alternative transport. With money tight, the BMW Isetta UK built three-wheeler seemed just the thing as I could drive it on my motor cycle licence at that time and we could transport our baby girl in her carry-cot on the rear parcel shelf! Indeed, we would travel back and forth from the Midlands to Essex to visit my parents and also take holidays on the east coast. The Isetta was of Italian design, initially made by ISO SpA, and was built under licence in various countries, as a BMW from 1955-1962, Velam 1955- 1958 and so on and at one time was the top selling single cylinder car in the world with over 160,000 plus being sold.

Before moving on to my models of this marque, I'd like to relate an incident relating to the canvas folding roof Rick mentioned that was also a feature of the Isetta. It had



snowed heavily overnight when I had occasion to travel downhill on a single track country lane with high banks either side. With the single wheel rear drive, it pushed the little vehicle down and over out my control and ended up with my driver's side on the ground. I couldn't exit by the door as it would have opened upwards so my only form of escape was via the canvas folding roof. All's well that ends well as a nearby resident helped me right it and due to the soft snow, no damage was done. My real Isetta is long gone yet I still have the original invoice to remember it by.

My hunt for Isetta models firstly gave me the Spot-On 1/42 BMW Isetta. Over the years I have added the French Quiralu Isetta Velam, the Gama 1/43 model that has an opening door, the 1/18 scale detailed Revell BMW Isetta 250 with opening door and removable engine panel, Kinsmart 1/38 BMW Isetta and finally the tiny 1/87 scale plastic Imu BMW Isetta in the guises of a medical car (shown inside the big Revell model). All the Isetta models I have are fitted with two wheels at the rear, whereas the popular model sold in the UK was the three-wheeled version due to them being able to be driven on a motorcycle licence.

**Will Roe, Coventry**

**ED** Hi Will, I was not surprised to learn that you owned a real one of these, given your enthusiasm for all things on three wheels! It's also reassuring to read that the canvas escape route works and that both you and the Isetta emerged unscathed from the incident. That's certainly a rather nice collection you have there and I definitely intend to take you up on your visit to see your collection soon. Thanks for sharing!

## MODELLING MEMORIES AND A MAZDA QUERY

IN a charity shop the other day, I happened upon the December 2018 issue of Diecast Collector, a publication of which I hitherto had no knowledge. I found it an interesting read and it certainly brought back many memories. As a boy growing up in the fifties I was lucky enough to have many of the Dinky, Corgi and Matchbox toys that feature in your publication and elsewhere but, as was nearly always the case back then, boxes (with prices on them written in pencil by the shopkeeper) were quickly discarded. All my toys were eventually passed on to the youngest brother of my best friend at the time, to be trashed and lost forever.

In the seventies and eighties I took to collecting Matchbox Models of Yesteryear, pursuing my interest both retrospectively as well as avidly keeping up with the latest releases, until the whole 'game' became so commercialised that I found I was no longer enjoying it. I then turned my attention to Matchbox '1-75' and amassed a complete collection of first series (without boxes), which I have on display in my office in a couple of cabinets I made for the purpose.

I no longer collect, although I'm often

on the look out for those rare examples of certain models, e.g. Yesteryear Y8-2 Sunbeam Motorcycle & Sidecar with black seats, Matchbox '1-75' MB-27a Bedford Low Loader with pale blue cab/dark blue trailer ... that sort of thing. Actually I do have a light blue cab, found in a box of odds at a boot fair twenty odd years ago and I've been on the look out for its trailer ever since!

My main reason for dropping you a line was to ask a question on behalf of some good friends of mine, whose second car for many years has been a Mazda MX-5 convertible. They've been idly looking around for a diecast model of this vehicle, but I don't think they've got very far as yet. I don't really know a) what they want to spend or b) what scale they might want, but I was wondering if you could suggest some options they might try. The model needs to be the soft top variant of the car and definitely in black, if that helps!

**Rupert Anson, email**

**ED** Glad you enjoyed the magazine, Mr Anson (and it has inspired you to carry on buying!). The MX-5 isn't a model I come across very often and, now I think about it,

I'm surprised we don't see more given the popularity of the real car. As your friends have owned their car for many years, I hope I can safely assume that it's one of the original style cars?

The options are very few whichever it is but, if it is a Mk1, one of the Motormax 1/24 scale cars could fit the bill. There are two immediate problems with this one though, firstly it hasn't been released in black and, secondly, it's a left-hand-drive car. These are cheap enough to safely have a go at modifying to suit without spending too much.

Kyosho released a 1/18 scale Mk1 in dark green, but again it's LHD. Another 1/18 scale option is by Gate. These were released several years ago and were keenly priced but nowadays seem to command high prices, maybe this is because it is a rare thing in that it is RHD.

Turning to 1/43 scale now, there are two cheap options that spring to mind but both will need a little work including a respray – Diapet made one in red (RHD) and there was also a Del Prado collection release in blue, but it's LHD.





## CORGI ROCKETS DB6 COMPARISON

I enclose photos of my Corgi Rockets DB6 models. In Ramsay's British Diecast, the model is listed in deep gold and I have just acquired one in light gold with a different base and headlights. I thought readers and collectors of Corgi Rockets might be interested as I have never seen a light one before.

**Mr R Warwick, Co. Durham**

**ED** It's always fun to find a slight variation either in terms of a slightly different colour shade of modified castings of either body or base, and here you have them all! I have the deeper gold version so shall definitely be on the look out for the lighter variation.

To be honest I'm not sure which version came first (sounds like I need to get my researching hat on) as Corgi Rockets are not my area of expertise but thank you for sending this in. Thoughts, anyone?

## FUTURE MODEL REQUESTS

**WHEN** you next talk to Oxford Diecast please would you ask if it is possible to make some proper heavy haulage tractor units in 1/76 scale, e.g. Faun 8x8 Goliath or Elefant, or the 6x6 Koloss or even the 8x8 Unipower. All of these were used in at least 3 colourways – red (ALE), white (Alstrom) or yellow (GEC). I appreciate that there maybe licence issues, but they are available in 1/48 white metal kits. Also another suggestion is the super load curtain side trailers, I believe Stobart run some. I have asked Oxford direct by e-mail several times but have never had a reply, so I thought I'd try this approach. Thank you in anticipation.

**Duncan Brown, Plymouth**

**ED** These would certainly all make for interesting models and I will definitely ask the question next time we meet. Here's hoping...

## POLICE HELP

I am a collector and like 1/43 scale models with doors that open and am after a police car with flashing blue lights and siren. I have tried Hattons without success and there are never any car boot sales or toy car shows here in Northern Ireland. I would like to know how I could get the police car advertised in the February issue, the Jaguar XJ6 Series 2 4.2 litre Avon and Somerset Constabulary, code VA13901, by Corgi. I would also like to receive a Corgi catalogue.

**Mr N Faulkner, Co. Tyrone**

**ED** There are no models that I am aware of that fulfil all the criteria so I hope that a reader might be able to help here. I've also found a couple of model shops fairly close to you: My Old Toy Box, BT1 1JE (07719 100483) and Modellers Corner, BT74 7EW (028 6632 2367). The Corgi model is due for release in October. Should you wish to acquire a Corgi catalogue, most model shops will have one, alternatively, write to Corgi at: Hornby Hobbies, Unit H1-H2, Westwood, Margate, Kent, CT9 4JX.

## READER REQUESTS

I have been an avid reader of your magazine since its introduction and have enjoyed the articles written in them. I would however like to make a suggestion, if practical, could you state with new models the materials used, i.e. metal, plastic, resin etc. I would also like to see an annual reference index of articles, it would save me and others a lot of time when I'm sure that I've read an article on a particular subject and I am trying to find it.

**Brian Fairhurst, N.S.W. Australia**

**ED** I have to confess that I've wondered about creating an annual index for some time since the magazine I was working on between stints here as Editor had exactly that. I plan to start with the 2019 index in the January 2020 issue.

# IN NEXT MONTH

June  
Issue 260

## D-DAY 75TH ANNIVERSARY

Commemorating events from June 1944 with a selection of diecast old and new.



Please note: These planned editorial contents may be subject to change where necessary.

### PLUS...

- D-Day aircraft by Staples & Vine
- Porsche 917 50th anniversary
- Renault Alpine
- Size matters, part 1
- V8 hybrids, part 2
- Thunderbirds by Bandai
- Put a tiger in your tank: garage promotionals
- Matchbox Superfast 50th anniversary
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# Volkswagen T1 Double Cabin 'Bosch' by Welly

**Andrew Ralston** finds a suitably cheap collecting alternative.

**W**elly is a diecasting company that's come a long way in recent years. It originated in Hong Kong in 1980 and, like most other Hong Kong manufacturers, took advantage of lower labour and property costs and built a new factory over the Chinese border in Guangdong province. Diecast collectors in the UK first became aware of this rather unusual brand name on account of the cheaply made toy cars that appeared in newsagents and similar shops in the 1990s, often sold from a trade box of a dozen and invariably fitted with a 'pullback' friction motor. These were essentially a development of the traditional Hong Kong friction toy car, though now the bodies were diecast rather than plastic and the mechanism was wound up, not by revving the car forwards but by pulling it backwards and letting it accelerate away. Other companies such as Sunnyside and MC Toy (Maisto) were active in this field, most of them subsequently moving upmarket with models of classic cars for adult collectors, particularly in larger scales like 1/24 and 1/18.

Welly still makes pullback friction diecasts that are cheap enough to sell as children's toys, but the difference is that the Chinese diecasting industry is now so advanced that even the cheapest models can be finished to a high standard of detail – this Volkswagen Double Cabin pick-up in a colourful 'Bosch' livery is a good example. From the photo, it looks almost as good as something from Corgi, Norev or Minichamps, yet it costs a fraction of the price.

Corgi, Tekno of Denmark, Gama of Germany and many others produced plenty of liveries on the base of the VW T1 delivery van from the 1950s onwards and some, such as Tekno and Budgie, modelled the pick-up version too. However, the pick-up with double cabin (crew cab) bodywork is rather more unusual in model form. Known in Germany as the 'Doppelkabine', it is often referred to by the abbreviation 'Doka'.

What adds to the appeal of the Welly model is the vibrant yellow and red colour scheme of the famous German components firm Bosch. Furthermore, this is based on a real vehicle first licensed in Kahrlsrue in 1965 which, decades later, resurfaced in the USA. Fully restored, it now belongs to Bosch's fleet of classic vehicles and earns a living by appearing at European classic car



▲ Welly's Bosch pick-up offers an amazing amount of detail for a low priced toy.

► This view of the real vehicle shows how accurate the Welly replica is.



▲ The model retains the 'VW' badge whereas on the real pick-up this has been replaced by Bosch's own logo.

events such as Retromobile in Paris. In fact, it has proved so popular on the Bosch stand at such gatherings that, in 2013, Bosch acquired an identical vehicle to use when the first one was undergoing maintenance.

A close examination of this model shows how Welly has cleverly designed it to keep down costs, combining plastic and metal for the bodywork. Compare the photo with the real thing and you'll see just how accurate the lettering and spark plug and battery graphics really are. The only thing that might put some collectors off is that the model is to 1/38 rather than to the standard 1/43 scale. If you want the Bosch van in precisely 1/43 size, this is available from Norev and there's also an HO scale plastic promotional from Wiking. But, for a price of around £6, you really can't beat the Welly version! **DC**

# Where am I?

**Brian Gower** wonders where he belongs and comes to an insightful conclusion.



**D**uring the 1970s, a lot of young people travelled to India to find themselves. Why anyone from Twickenham or Fulham would hope to find themselves in such a faraway country is hardly worth asking but I didn't go and neither did any of my friends. Where we were was challenge enough. Things are different now. If we want to find ourselves, travel isn't necessary because we can look at likely spots on the gender spectrum for a comfy corner or, perhaps more appropriately for collectors, we can slide up and down the autistic spectrum. Without generalising too much, it seems that most of us who collect things exhibit characteristics like obsessiveness, a love of order and lists, possessing specialised and highly detailed knowledge and repetitive behaviour in the form of seeking out and buying models again and again. Restraint might be evident in other areas of our blameless lives but, for most of us, collecting knows no limits. Self-imposed boundaries are swept aside, budgets exceeded, lack of space ignored.

I have tried to buy only those models that I once owned as a boy but whenever I spot a new model of a car scrupulously ignored by Dinky and Corgi Toys long ago, I'm afraid my finely woven resolve soon hangs in tatters. And what of all my other acquisitions that lack even this slim justification? I can't help you there. Take this Maxichamps De Tomaso Ghia Mangusta for instance. Glimpsed in the background of a photograph taken at the Nuremberg Toy Fair and, even allowing for the small size of the image of the model in its packaging, I knew I wanted it. It is just a lovely shape and that is my sole defence, Your Honour. If I had been aware that the engine covers open like butterfly wings, that would have been an additional reason but I didn't discover that until it arrived.

Also, please consider the Corgi Citroën DS19 that my wife spotted in an antique arcade. (I was

▲ Beautiful Maxichamps Mangusta side view.

▶ Maxichamps Mangusta showing off its butterfly wings.



▲ Corgi Citroën DS19.

**Restraint might be evident in other areas of our blameless lives but, for most of us, collecting knows no limits. Self-imposed boundaries are swept aside, budgets exceeded, lack of space ignored.**



so proud of her when she said "There's a Citroën.") Okay, I have three different version of the DS19, five if you count small-scale models, so why the compulsion to buy this one? I did have an identical one in 1960. Is that sufficient excuse? I have even been on the verge of buying a pink Corgi Chevrolet Impala exactly the same as the one I already have. I turned away, although the experience gave me a brief insight into the sort of behaviour that leads to five thousand models. Meanwhile, back on the spectrum, I located myself about halfway up (or down) at age eleven, baffled by the interests of other small boys, a condition not helped by having no television; unable to see sense in lessons, paralysed by direct questions while asking no questions myself. Perceived by adults as shy but really simply immersed in my inner life, waiting for the next model to appear. Over time I have learnt that there is a lot to be said for taking an interest in other people and the world beyond diecast model cars and aeroplanes and, despite some incidental personal damage along the way, my life has been enriched. However it is undeniable that collecting again is as good as it ever was. Realising that my obsession with model cars is widely shared can't be a bad thing and, if we are all on the spectrum, so what? **DC**



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